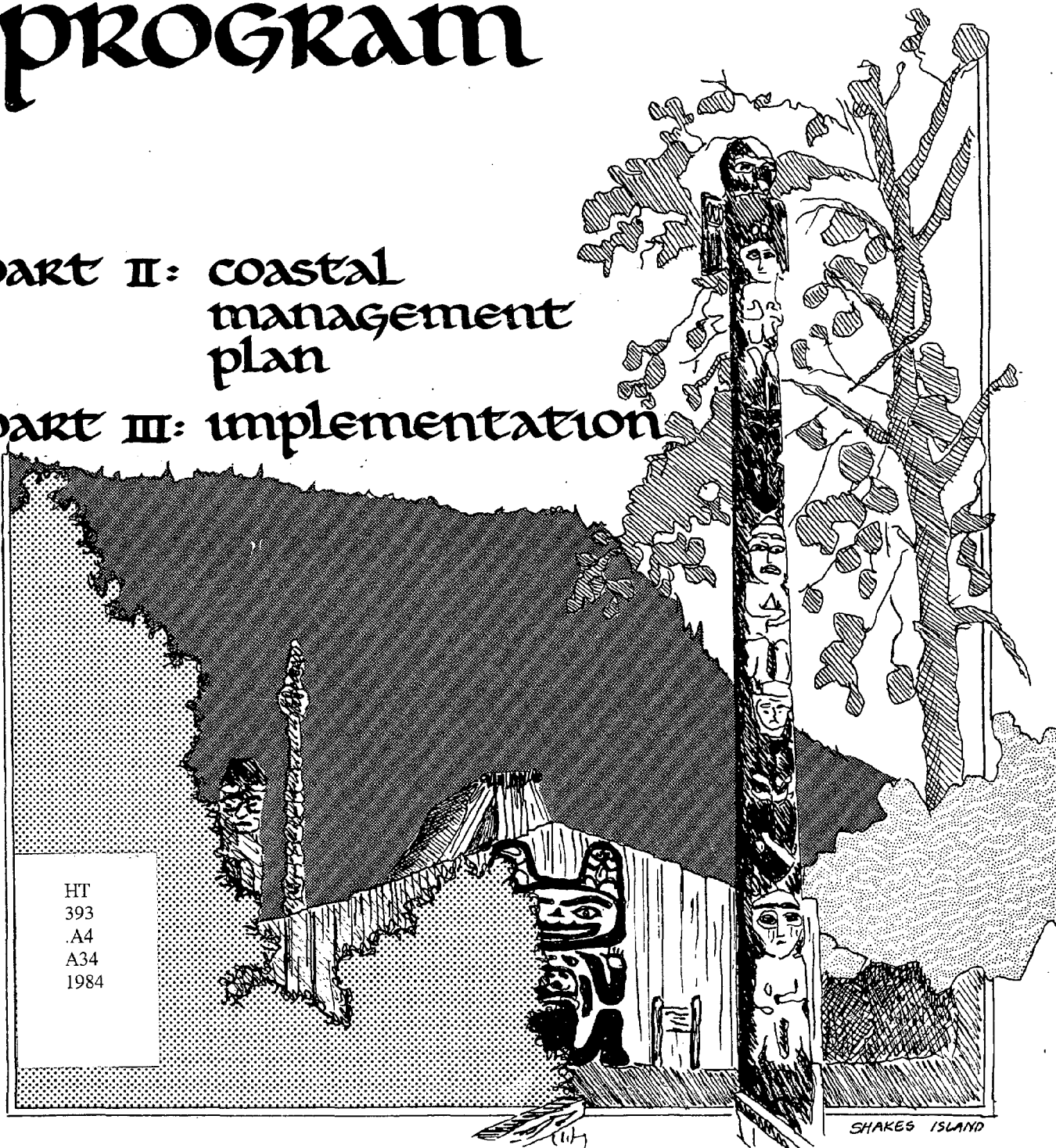


Wrangell Coastal Management Program

part II: coastal
management
plan

part III: implementation



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This coastal management program/comprehensive plan was prepared by the planning staff of Environmental Services Limited for the City of Wrangell. Special acknowledgement goes to ESL planning staff members John Sonnen, Dick Mylius, Dave Simpson and Lance Craighead (biologist). Support staff through the project included Kim Meinke (illustrator), Tom Jackman (cartographer), Cyndi Schultz (editor) and Robynn Nelson (typist). Other staff contributing to various aspects of the background report were Lynne Minton (geologist) and Mark Perry (environmental engineer).

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LAND MANAGEMENT

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APPENDICES

LIST OF ABBREVIATIONS

ACMP	Alaska Coastal Management Program
ADFG	Alaska Department of Fish and Game
AEIDC	Arctic Environment Information and Data Center
AFN	Alaska Federation of Natives
AGC	Alaska Gold Company
ALP	Alaska Lumber and Pulp Company
ANCSA	Alaska Native Claims Settlement Act
APA	Alaska Power Authority
ASARCO	American Smelting and Refining Company
ASHA	Alaska State Housing Authority
AVA	Alaska Visitors Association
BIA	U.S. Department of Interior, Bureau of Indian Affairs
BLM	Bureau of Land Management
CJPA	Criminal Justice Planning Assistance
CMP	Coastal Management Program
CRA	Alaska Department of Community and Regional Affairs
CRRL	Cold Regions Research and Engineering Laboratory
CRSA	Coastal Service Resource Area
DCED	Alaska Department of Commerce and Economic Development
DEC	Alaska Department of Environmental Conservation
DNR	Alaska Department of Natural Resources
DOTPF	Alaska Department of Transportation and Public Facilities
EDA	U.S. Economic Development Administration
EPA	U.S. Environmental Protection Agency
ESL	Environmental Services Limited
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
FIA	Federal Insurance Administration
FWS	U.S. Fish and Wildlife Service
HUD	U.S. Department of Housing and Urban Development
MHW	Mean High Water
MLLW	Mean Low Low Water
NMFS	National Marine Fisheries Service
NOAA	National Oceanographic and Atmospheric Administration
NPS	U.S. National Park Service
NSHC	Norton Sound Health Corporation
NWCC	Northwest Community College (University of Alaska)
OCS	Outer Continental Shelf
OHWM	Ordinary High Water Mark
PHS	Public Health Service
PLO	Public Land Order
REAA	Regional Educational Attendance Area
SBA	Small Business Administration
SCS	Soil Conservation Survey (U.S. Department of Agriculture)
SOADA	State Office of Alcohol and Drug Abuse
USDA	U.S. Department of Agriculture
USFS	U.S. Forest Service
USFWS	U.S. Fish and Wildlife Service
USGS	U.S. Geological Survey

...Whatever shape our future plans may take, the kind of environments we are going to have in 1985, or in 2000, will depend on the land-use decisions that we will be making in the relatively few years ahead.... We must make our commitments now and look to this landscape as the last one. For us, it will be (William H. Whyte, The Last Landscape).

The most important factors in Wrangell's founding and growth were the coastal location near the mouth of the Stikine River and the area's once abundant coastal resources, particularly furs, fish and timber. To make the best use of its natural and cultural resources, and to help tap its economic potential, Wrangell has developed this coastal management program. This program will help guide development, use and enjoyment of resources in a prudent and balanced manner, and it will enhance Wrangell as a viable and pleasant community in which to live.

The Wrangell coastal management plan consists of three parts. The background report, Part I, contains factual natural, cultural and economic resource information needed by the city to make planning decisions. Part II consists of the land use plan, which is based on the background information. The plan contains broad community goals and more specific policies and land use designations. Policies direct future land use patterns and activities, and are official city statements that must be complied with. Part III of the coastal management plan is the implementation section, which contains the tools and methods by which the plan will be carried out. This volume contains the draft coastal management plan and implementation program, Parts II and III, of the Wrangell Coastal Management Program. The background report is contained in Volume I.

A public hearing is scheduled for this program in early December. The plan and implementation program will then be revised based on public comments, approved by the city council and submitted to the Alaska Coastal Policy Council as a conceptually approved draft. At this point there will be another opportunity for review and comment by citizens and state and federal agencies that would be affected by this program. During the ninety day review period, the Office of Coastal Management will review the program for compliance with the standards and guidelines of the Alaska Coastal Management Program. At the end of the review period, if all goes well, the Alaska Policy Council will adopt the program into state law. The City of Wrangell then has ninety days to adopt the program by ordinance. It is critical to this process that community residents review the program and recommend revisions as they think appropriate so that the program best serves the community.

The following paragraphs provide an overview of the comprehensive coastal management plan (Part II) and implementation program (Part III).

PART II - THE PLAN

The plan contains sections on goals and policies (Chapter 1), special uses and areas (Chapter 2) and the land use plan (Chapter 3). The plan reflects local needs and desires as well as specific standards contained in the Alaska Coastal Management Act. The act provides for the balanced management of coastal resources and ensures that state and federal interests in coastal management are addressed. The Alaska Coastal Management Program (ACMP) standards pertaining to the Wrangell program have been included as an appendix.

The goals and policies in Chapter 1 guide all land and water uses and activities consistent with community desires, physical opportunities or limitations, and local, state and federal regulations. Goals are broad statements of community intent, and policies are methods of achieving those goals. The policies provide for the development and operation of commercial, industrial, waterfront development, residential, recreational and other uses in a manner that protects and enhances the character of the community, fish and wildlife habitat, historical sites, scenic values and other resources, and that avoids hazardous areas and enhances the quality of life. Specific regional policies have been developed as statements of community intent directed toward uses and activities occurring outside the Wrangell coastal management boundary, but that may affect Wrangell residents.

The ACMP requires districts to submit a description of the uses and activities subject to their programs that are proper or improper, including uses of state concern (6 AAC 85.080). Additionally, districts must recommend areas which merit special attention (AMSA's) (6 AAC 80.160). The uses and activities section (Chapter II) of this plan complies with these requirements.

The land use plan (Chapter 3) includes proposed land and water use districts which have been applied to all areas within the the city of Wrangell. These districts separate conflicting uses and ensure that development occurs in appropriate areas. Districts have been proposed for single-family residential, multifamily residential, rural residential, commercial, old town, industrial, waterfront development, public/open space and timber management uses. In addition, a special holding district has been proposed for areas where future use options should be retained.

PART III - IMPLEMENTATION

The implementation program consists of regulations and actions to be undertaken by the City of Wrangell to carry out the comprehensive plan/coastal management program. In general, the plan states what should be done, and the implementation program provides the means to do it. The implementation program includes:

- ° substantial revisions to the existing zoning ordinances;
- ° a process for making city recommendations to the state for coastal management consistency reviews;
- ° recommendations to increase the city's administrative capacity to implement this program;
- ° recommendations to assure that the city is represented in regional planning and management efforts;
- ° a capital improvements program; and
- ° a city land management plan for use of city-owned land.

Chapter 4 identifies federal, state and local controls that provide the basis for implementing this program. The chapter includes a section with provisions for determining whether state and federal actions are consistent with the Wrangell Coastal Management Program. It also contains major revisions, additions and deletions to the Wrangell city code. New "zoning" districts and performance standards are proposed.

Chapter 5 addresses municipal organization, administration and finance, and notes what administrative changes or actions are needed to administer the program. Recommendations for cooperative management with state and federal agencies are offered to provide for the management of state and federal land in the area in a manner that reflects the needs and desires of Wrangell's residents. A capital improvement program is also included in this chapter to meet the needs for upgrading and expanding community facilities (e.g., sewer and water lines, harbor facilities) in the next several years. Capital improvements represent a positive and important method for implementing this program. Capital improvements often influence the location and quality of other development and can be used to guide community growth as the residents and leaders of Wrangell desire it. By considering coastal management in the development of capital improvement plans, many program goals and land use recommendations will be fulfilled. Recommended capital improvements are identified and ranked in order of priority. Existing and alternative funding sources for these public improvements are contained in a separate appendix that is available at city hall.

Chapter 6 consists of the local land management program. This program identifies city property and proposes the management, purchase, sale, lease or exchange of lands necessary to satisfy coastal management and community development needs.

coastal management boundary



The ACMP requires that each district include a map of the boundaries of the coastal area included within the district coastal management program (6 AAC 85.040). Zones of direct coastal influence and interaction must be included, and landward and seaward boundaries must be defined. The boundaries must encompass those lands and coastal waters whose management may significantly affect marine coastal waters.

The Wrangell coastal management boundary contains the entire area located within the city limits (Map 1), including most of the northern portion of Wrangell Island. The area within the boundary is well within the zones of direct coastal interaction and influence as defined by the Alaska Department of Fish and Game. A considerable amount of federal land has been encompassed by the Wrangell coastal management boundary. Federal lands are excluded from state or local jurisdiction. All other land and water resources within the boundary are subject to the Wrangell Coastal Management Program.

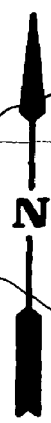
EASTERN PASSAGE

WRANGELL

WRANGELL CITY BOUNDARY

SHOEMAKER BAY

ZIMOVIA STRAIT



MAP 1 COASTAL MANAGEMENT BOUNDARY



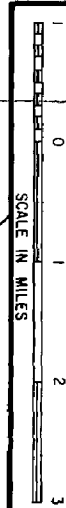
Boundary



Federal Land



State Selected Land

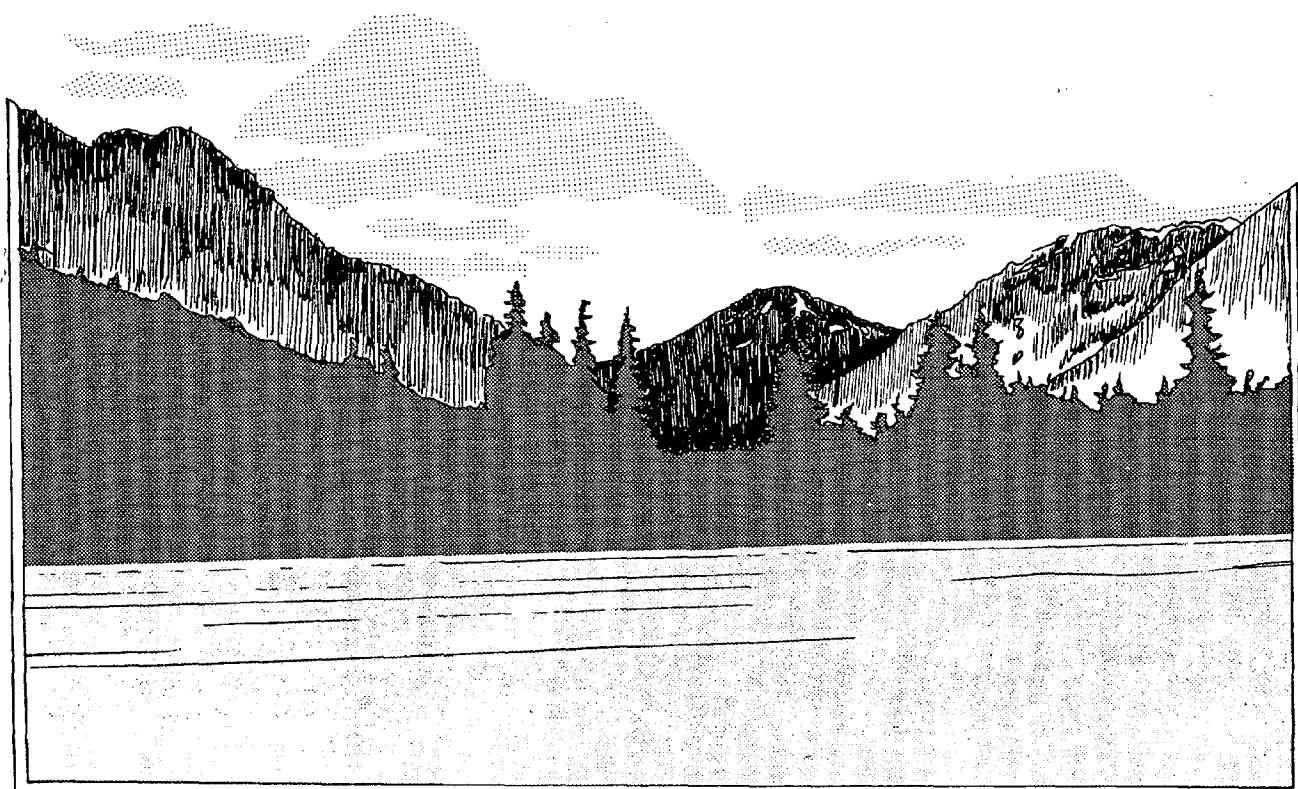


SCALE IN MILES

coastal
management
plan

part II

chapter I: goals and policies



This chapter of the Wrangell Coastal Management Program contains goals and policies for comprehensive land and resource use, based on the resource analysis contained in Part I of the Wrangell Coastal Management Program Background Report (Volume I), the ACMP standards and guidelines (an appendix to this volume), and community needs and desires as reflected in the public opinion survey, community workshop and meetings.

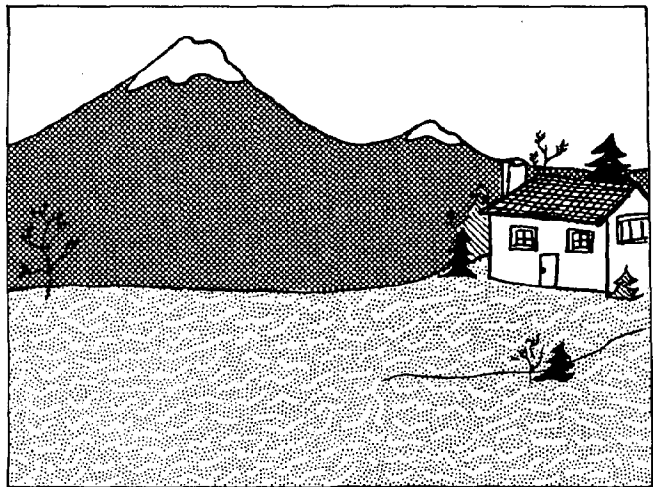
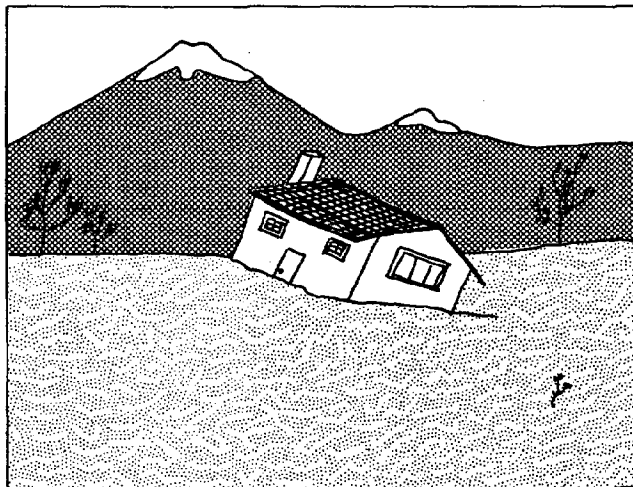
As was noted in the introduction, goals are broad statements of community hopes and aspirations for future community development that serve as a basis of plan development. Policies are a means to carry out those goals. The implementation program describes the specific actions and municipal code revisions required to put the goals and policies into effect. For example, a goal might be physical fitness, and the policy might be to go running; the implementation standard might be to run a mile three times a week.

GENERAL POLICIES

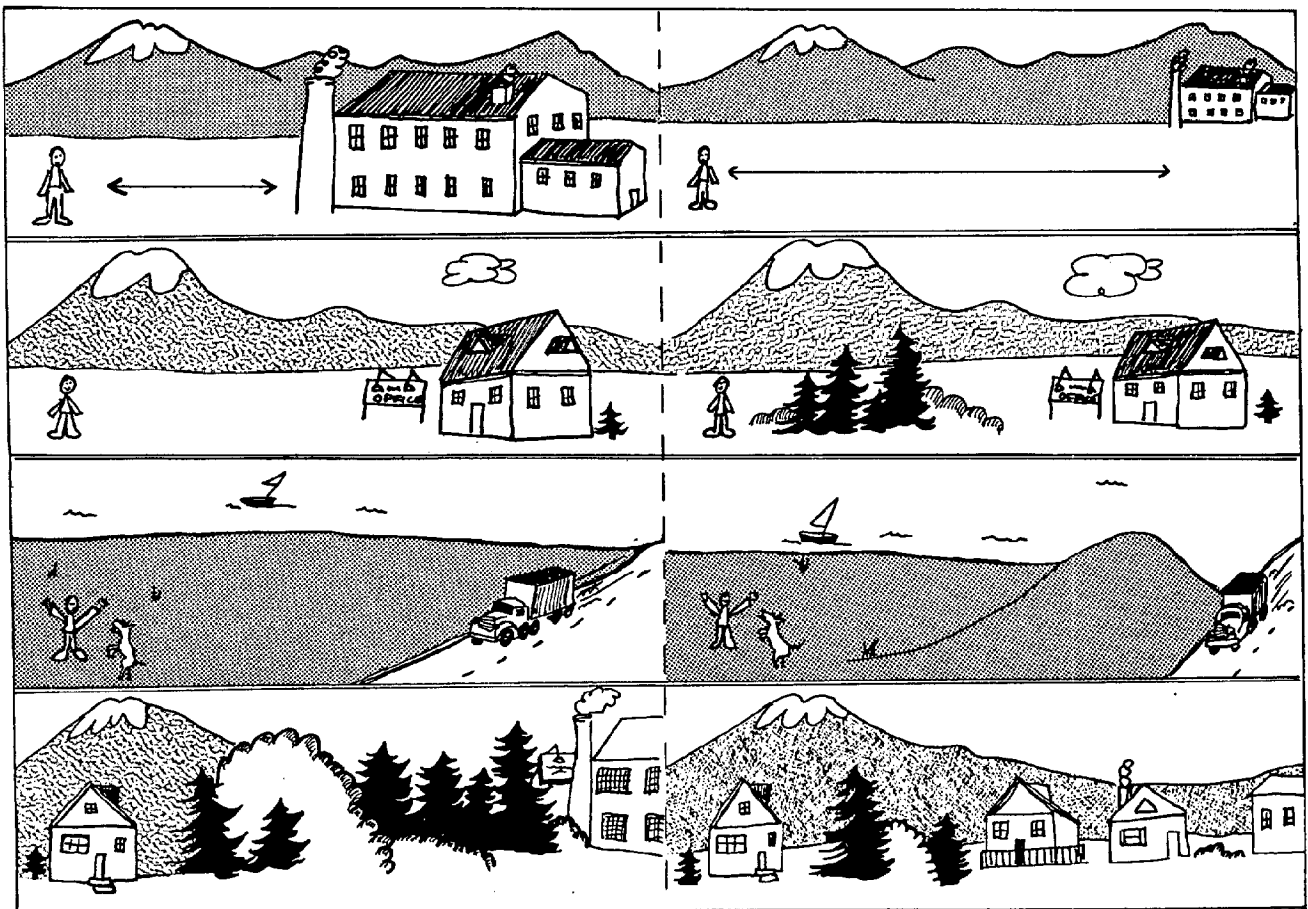
The following general policies apply to all uses and activities occurring within the Wrangell coastal management boundary (see Map 1). These policies are designed to promote orderly and cost-effective growth and development in a manner consistent with the ability of the area to support such uses. Policies that apply to specific types of uses follow.

GROWTH MANAGEMENT

1. The city shall maintain a balance among various uses of land, while providing adequate space for present and future land use needs.
2. The density of development shall be consistent with the physical capability of the land to support development and the availability of public utilities and services. Areas with steep slopes, flood hazards or poor soil conditions should be avoided or only developed contingent upon adequate safeguards.



3. The city encourages the grouping or clustering of industrial, commercial and other intensive land uses in established areas to prevent the random scattering or premature location of such uses in undeveloped or inappropriate areas.
4. Growth shall be phased and gradual. "Leap-frog" development shall be discouraged. Public capital improvements such as roads and sewer and water lines shall be programmed to promote a timely, staged, coordinated and economical pattern of development.
5. Development shall generally occur where public investments in utilities and services have already been made prior to committing additional tax funds for new utilities or services.
6. Adjoining land uses shall be compatible. Land uses shall be located so that they do not interfere with or provide a nuisance to one another. Heavy industrial and residential uses, for example, shall be separated from each other by open space or by compatible commercial or light industrial development. Buffers may be required to separate high intensity use areas from residential or other low intensity uses. Buffers may also be required to maintain the scenic qualities of transportation corridors, scenic areas and historical resources.



EXAMPLES OF BUFFERS

7. The city recognizes existing neighborhoods and areas of uniform land use and will protect the character of these areas. New development should be similar in height, size and character to existing development.

SCENIC VALUES

1. Development shall attempt to minimize negative impacts to scenic areas, and shall attempt to enhance and maintain positive visual aspects of the development and surrounding area. Structures shall be located where they will blend into their surroundings. Natural and cultural scenic shoreline features shall be protected to the extent possible.

AIR, WATER AND LAND QUALITY

1. All development shall comply with applicable state air, water and land quality rules and standards. The regulations of the Alaska Department of Environmental Conservation shall constitute the basis for air, water and land quality decisions within the Wrangell coastal management boundary.
2. Activity within the city's public water supply watershed shall be limited to uses which will not contaminate or threaten the water quality or supply.

COORDINATION

1. The city shall endeavor to coordinate all land use activities and decisions with effected parties, including state and federal agencies, native corporations and private industry.

PLAN REVIEW AND UPDATE

1. The city shall periodically review and update the plan as conditions warrant. The plan will be reevaluated at least every two years and updated as necessary. Major plan changes or amendments will occur only after a public hearing.

SHORELINE DEVELOPMENT

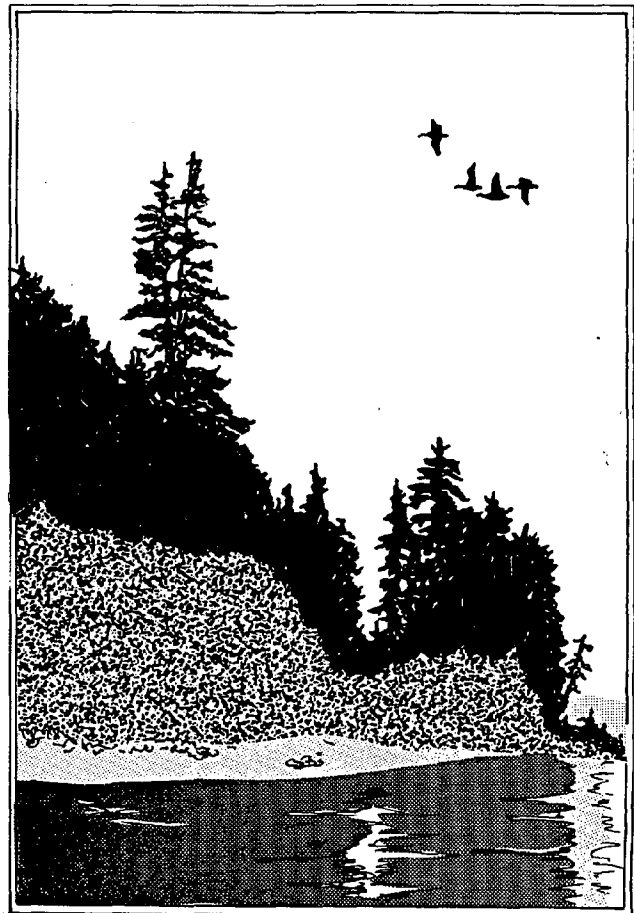
GOAL: To provide for appropriate uses in shoreline areas by establishing priorities for waterfront space that balance public needs with natural resource values.

Due to a limited amount of waterfront space physically suited to accommodate water-dependent and related uses, the city has developed specific shoreline development policies to ensure that the shoreline is used for the greatest community benefit. The policies also serve to protect valuable shoreline resources from undesirable uses and activities.

SHORELINE DEVELOPMENT POLICIES

1. When considering all development proposals, the city shall give priority in the following order:
 - a. water-dependent uses and activities;
 - b. water-related uses and activities; and
 - c. uses and activities which are not water-dependent or water-related but for which there are no feasible and prudent inland alternatives to meet the public need.
2. Only water-dependent and water-related industrial, commercial and recreational uses and activities shall be allowed in designated waterfront development districts unless there is no feasible upland alternative to an essential development. Waterfront dependent or related development shall be protected from encroachment or interference from incompatible or competing uses.
3. Any accessory development (e.g., parking lots, garages, services buildings) which is not water-dependent or water-related and which does not require a shoreline location to carry out its support functions shall be sited, as much as possible, away from the shoreline.
4. The placement of structures and the discharge of dredged or fill material into coastal waters must comply with federal dredge and fill regulations (Parts 320-323, Title 33, Code of Federal Regulations). Fill material should be of such quality that it will not cause water quality degradation beyond the limits of adopted water quality standards defined by DEC.
5. Excavation, shoreline alteration and disturbance of anadromous fish streams, tideflats and wetlands shall be minimized when constructing and operating port, harbor, dock and other waterfront industrial facilities. Shoreline fills and cuts shall be designed and located so that significant damage to natural resources or alteration of local currents will not occur, jeopardizing adjacent life, property and natural resource systems.
6. Ports, docks and harbors shall not obstruct fish passage along the coast or in streams used for spawning. Impacts upon important tideflats and coastal wetlands shall be minimized.

7. Waterfront development shall provide maximum practical levels of protection for affected plant and animal life, their habitats and the aquatic food chain.
8. The city shall encourage the cooperative use of piers, cargo handling facilities, storage areas and other accessory facilities, wherever feasible.
9. Waterfront development should provide physical or visual access to the shoreline when such access will not interfere with normal operations or create hazards to life and property. The city shall retain right-of-ways or easements to public docks and traditional shoreline access points. Subdivisions of shoreline lands shall retain twenty-five foot easements or public right-of-ways to protect existing access routes and provide shoreline access as deemed necessary by the planning commission.
10. Navigable waters shall be kept free of hazardous or obstructing development.
11. Adequate parking, support services and public access shall be provided in conjunction with port and marina development, with nonwater-dependent or related accessory uses located inland wherever possible.
12. The use of community docks or piers shall be preferred over individual single-purpose docks and piers. The size and shape of a dock or pier shall be limited to accommodate only the intended use. Alternatives to docks and piers, such as mooring buoys, dry-land storage and launching ramps, should be considered.
13. Commercial and industrial uses requiring a waterfront or over-water location (i.e., fuel dock), shall be permitted to locate waterward of the ordinary high water mark.
14. Prior to allocating shorelands for port uses, the



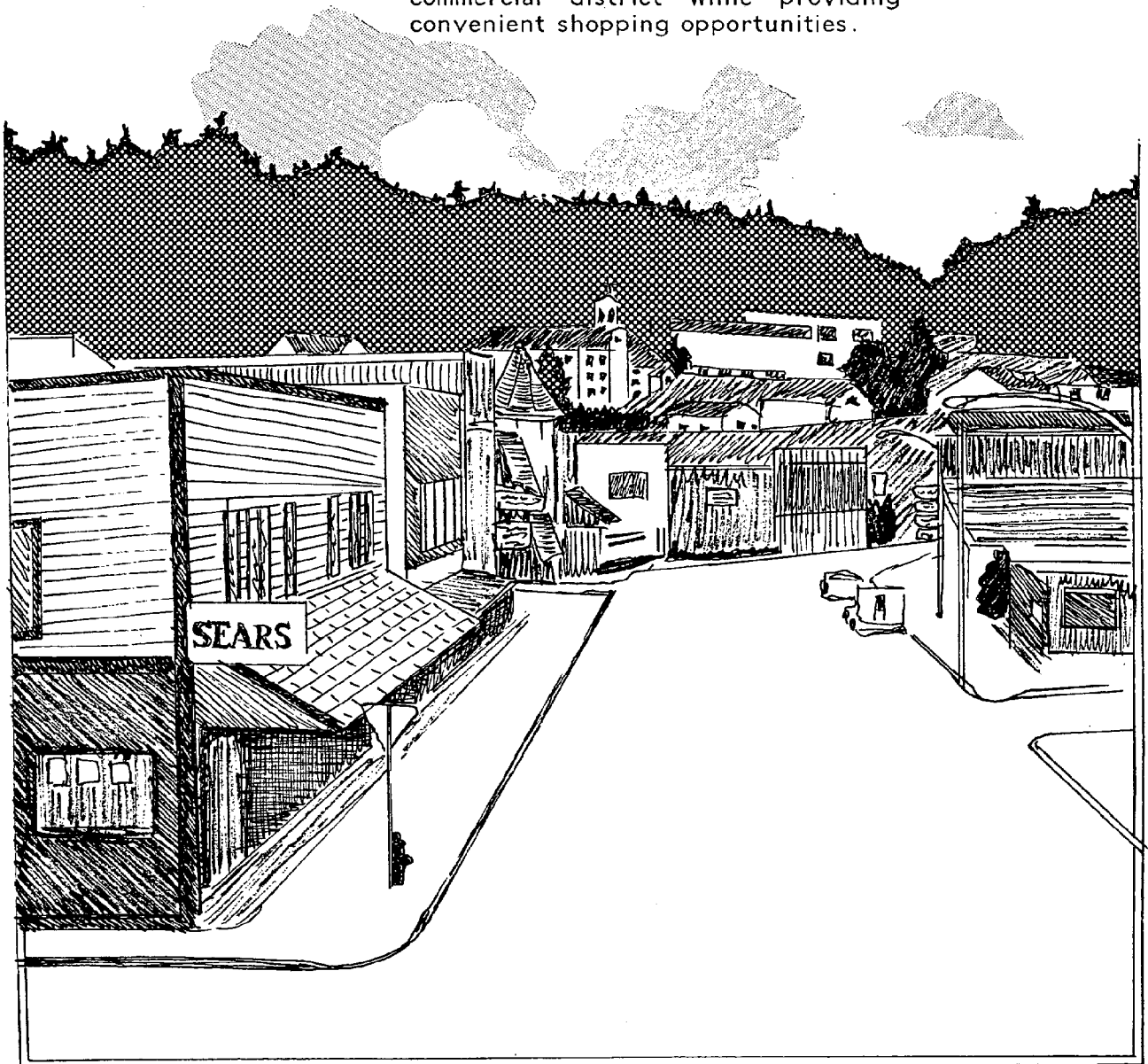
WRANGELL SHORELINE

city shall consider regional needs and coordinate planning with other jurisdictions to avoid unnecessary duplication of port services.

15. Houseboats shall be prohibited unless it can be demonstrated that state environmental quality standards have been satisfied and the proposed houseboats will not compete for moorage space with commercial or recreational boats.

COMMERCIAL DEVELOPMENT

GOAL: To develop, locate and manage commercial development in a manner that maintains the viability of the commercial district while providing convenient shopping opportunities.



These policies encourage the retention of the downtown business district as the city's primary commercial center. Commercial uses and activities in this area are designed to provide community goods and services with a minimum amount of conflict with adjacent land uses.

COMMERCIAL DEVELOPMENT POLICIES

1. The city shall continue efforts to concentrate major commercial uses within the central business district along Front Street.
2. Commercial development shall be located, designed and managed to minimize conflicts with adjacent noncommercial uses and activities. Any new commercial development shall, as much as possible, be compatible with existing uses.
3. The city encourages the development and promotion of tourist-oriented commercial development, particularly along Front Street and near the ferry dock, to serve pedestrians coming from the ferry and city docks.
4. The city should support the efforts of the Alaska Visitors Association and Division of Tourism to attract additional tourist trade.
5. A small commercial area, including a convenience store, should be located in association with increased development in the Shoemaker Bay area, consistent with any deed restrictions on the parcel.

INDUSTRIAL DEVELOPMENT

GOAL: To diversify, stabilize and expand the industrial base of Wrangell and the surrounding area to ensure long-term economic benefits and employment.

Provision for the location of industrial uses is extremely important to the overall economy of Wrangell. The plan includes policies that provide areas for increased industrial development and activity in appropriate locations.

INDUSTRIAL DEVELOPMENT POLICIES

1. The city encourages the diversification of the region's industrial base.

2. The city shall make it a high priority to provide necessary utilities and services to sites needed for industrial development and the community's economic well-being.
3. Industrial facilities shall be located where adequate land or water access and public facilities are available or can be provided. Where possible, existing industrial areas shall be more intensely developed before new areas are developed.
4. When adequate public facilities have been provided, the area northwest of the intersection of Bennett Street and Second Avenue shall be used for industrial uses not dependent upon a waterfront location.
5. Heavy industrial uses shall be separated from less intensive uses. Adequate buffers shall be provided where negative impacts may occur to surrounding uses as a result of industrial activity.
6. Additional water-dependent or related industrial development shall be encouraged at Shoemaker Bay, within the designated waterfront development district.
7. The relatively unproductive tidelands between Outer Drive and the old ALP mill site should eventually be filled to provide space for water-dependent industrial development.
8. Provide for the orderly use, control and protection of significant quarry sites to ensure long-term availability and economic development of this resource.

FISH AND SEAFOOD PROCESSING

GOAL: To promote the development of additional fish and seafood processing facilities, aquaculture and fish enhancement projects.

Wrangell is particularly interested in the future development of additional fish and seafood processing facilities to help stimulate the economy. In order to provide for such use, policies have been developed which provide for appropriate siting and management.

FISH AND SEAFOOD PROCESSING POLICIES

1. Seafood processing, aquaculture and fisheries enhancement projects shall be located, designed and operated with due regard to the aesthetic value of the shoreline, and with minimal interference with navigation, commercial fishing, shoreline-dependent recreation or lawful access to the shoreline.

2. The city encourages and supports participation in the state's Bottomfish Community Development Program to help determine the feasibility of bottomfish processing in Wrangell, including infrastructure necessary to support such development.
3. Seafood processing facilities shall be located within the waterfront development districts designated in this plan. Shoreline sites especially suited for fish and seafood processing shall be protected from irreversible development commitments to other uses.
4. Attempts shall be made to provide more docking space and necessary support facilities for commercial fishing vessels in Wrangell harbor and at Shoemaker Bay.

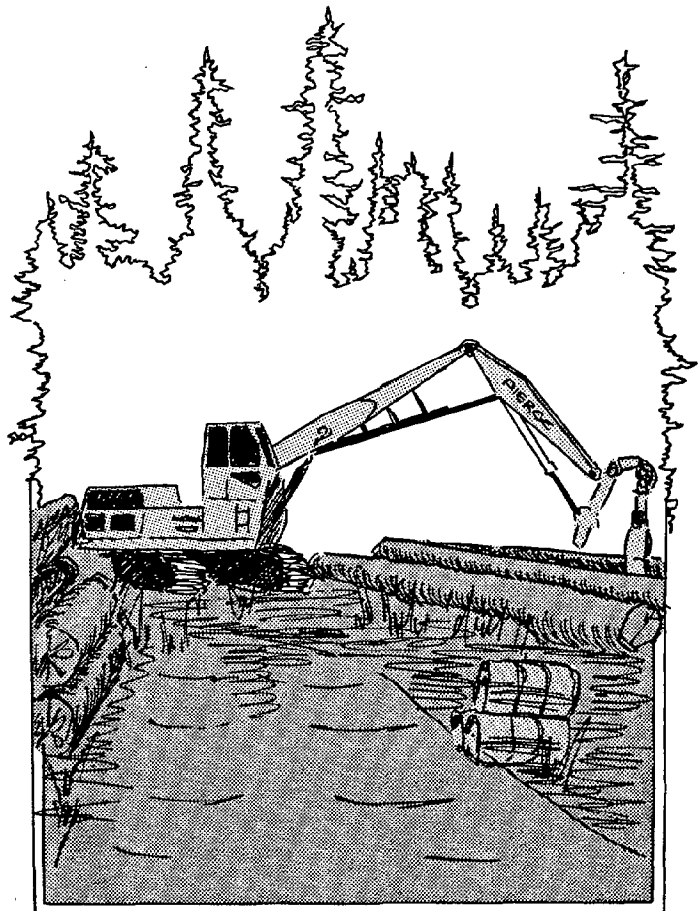
TIMBER HARVEST AND PROCESSING

GOAL: To support the continuance of a healthy timber products industry as a key component of the local economy.

Timber harvest and processing are of paramount importance to the region.

TIMBER HARVEST AND PROCESSING POLICIES

1. Forest management practices shall comply with the regulations of the Alaska Forest Practices Act (11 AAC 95). These regulations preempt the forest practices standards of the Alaska Coastal Management Program (6 AAC 80.100).
2. Forestry practices which may adversely affect water supply or water quality shall be prohibited within the watershed of the city's water supply system.



LOGGING IN WRANGELL

MINING AND MINERAL PROCESSING

GOAL: To allow mining and mineral processing in a manner consistent with economic needs and natural resource protection.

Although mining and mineral extraction other than rock quarries is not yet significant in the Wrangell area, the potential exists for increased development. Policies have therefore been developed to regulate these activities in a responsible manner.

MINING AND MINERAL PROCESSING POLICIES

1. Mining and mineral extraction operations shall be conducted in a manner that will minimize adverse effects on water quality, fish and wildlife, recreation, scenic values and adjacent activities.
2. Mining and mineral extraction within the city shall be permitted only as a conditional use. The city shall require that a reclamation plan be submitted as part of the conditional use process for mining and mineral extraction. The reclamation plan shall be prepared at the expense of the applicant.
3. All mineral extraction operations shall employ buffers and erosion and sedimentation control, and other suitable precautions shall be taken to protect adjoining lands and waters from adverse impacts resulting from these operations.
4. Marine beach areas shall be protected from unnecessary removal of sand, gravel or rock. If the removal of sand, gravel and rock from marine beaches is proven to be absolutely necessary, such materials shall be taken only from the least sensitive biophysical areas of the beach. Adequate protection against sediment and silt production and contamination shall be provided.



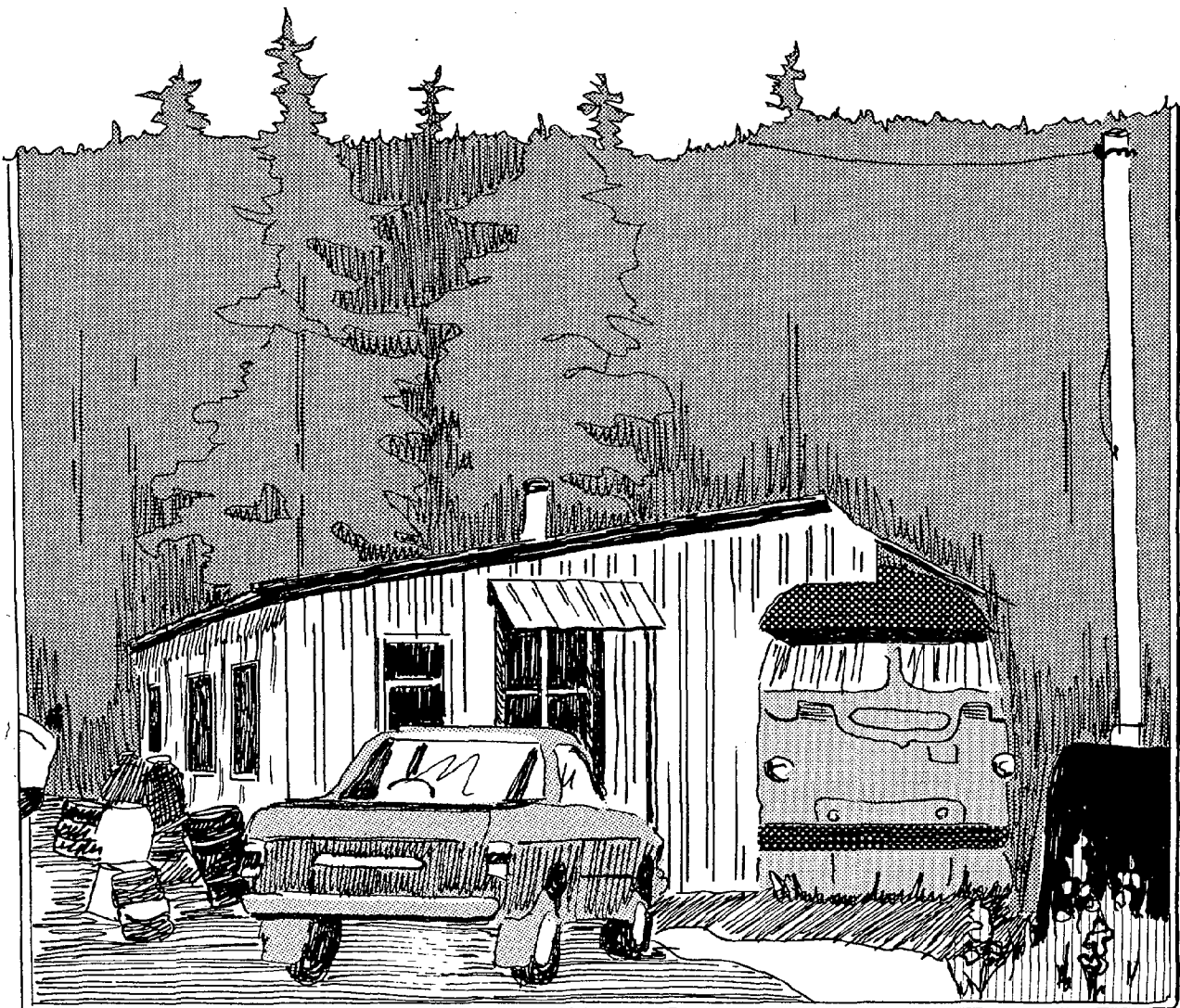
HOUSING

GOAL: To facilitate the development of affordable housing and allow for flexibility of housing type, density and location.

Specific provisions have been made for different types, costs, densities and locations of needed housing.

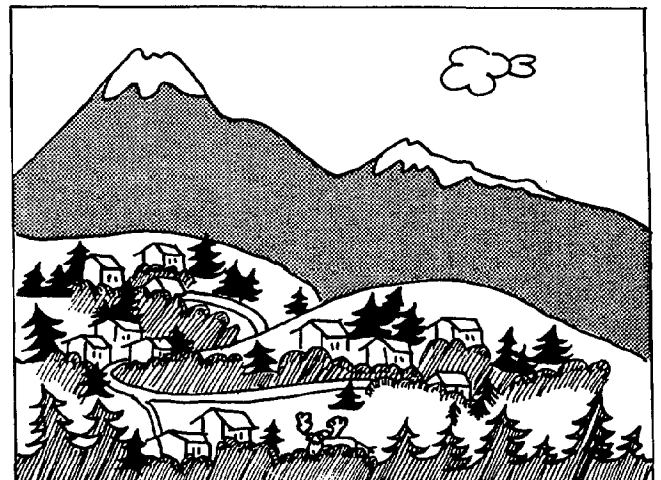
HOUSING POLICIES

1. The city encourages the development of additional single-family and multifamily dwellings in areas designated for these uses in the land use plan.



IMAGINATIVE HOUSING IN WRANGELL

2. The city will attempt to make an adequate amount of city-owned land available for residential uses. Lots made available should vary in size and cost to help satisfy the public need for various housing densities, types and costs.
3. The character of existing residential neighborhoods shall be maintained.
4. Energy conservation measures shall be encouraged, particularly for new housing.
5. Dilapidated structures unsuitable for rehabilitation should be removed from the housing stock to make lots available for new development.
6. Mobile homes shall be restricted to mobile home parks except where specifically permitted by ordinance.
7. Multi-family housing shall be located near arterial streets, sewer and water on gently sloping land (less than fifteen percent slope) suitable for heavy buildings.
8. Clustered and planned unit developments that include common open spaces and recreation facilities and/or a variety of dwelling sizes and types are encouraged at suitable locations as a preferred alternative to single lot subdivisions.
9. Developers are encouraged to cluster development on the most suitable portion of a parcel to avoid unsuitable (hazardous or unbuildable) areas or retain important natural characteristics.
10. Outside the sewer and water service area, low density residential development shall be allowed to occur on relatively large parcels. Areas designated as rural residential (minimum lot size 15,000 square feet) shall receive most of this development. Limited amounts of very low density residential development will be allowed to occur within the timber management district (minimum parcel size five acres), provided such development occurs in areas where potential conflict with



timber harvest and management, natural resource values and recreation are minimized.

11. High density residential development shall be encouraged to locate near schools, commercial areas, places of work and the hospital.

TRANSPORTATION

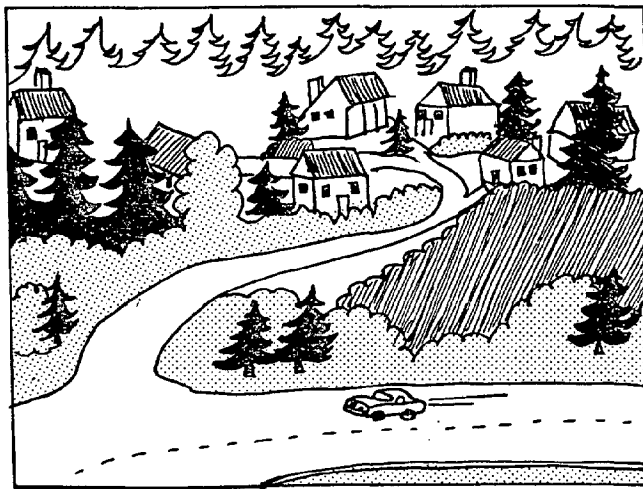
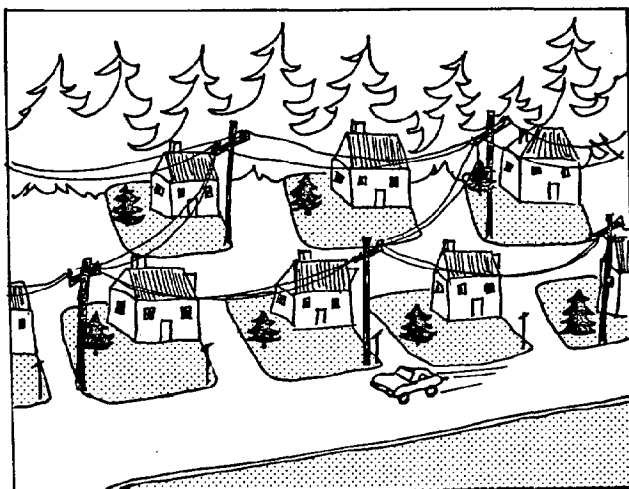
GOAL: To provide a safe, convenient and economic air, land and water-based transportation system that will meet the needs of residents and visitors.

An efficient transportation system is a key component to future community development. The following policies are designed to facilitate community development within a comprehensive air, water and land transportation network.

STREETS, ROADS AND TRAILS POLICIES

1. Where safety will not be jeopardized and logging operations will not be impaired, the city encourages more logging roads to be opened for recreational access by the general public.
2. The city shall work towards paving more streets in residential areas, with priority being given to streets with the greatest dust problems.
3. The city encourages the use of commuter vans or bus service between Shoemaker Bay and the downtown area to reduce traffic, reduce dependency on the automobile, provide a means for young people and tourists to use the proposed recreation facilities, and to provide harbor users and millworkers with transportation to and from downtown.
4. The capacity, design and location of roads and streets to accommodate existing and future land uses and anticipated traffic volumes shall be considered by the city during review of development proposals. Roads shall keep pace with and facilitate planned growth and the orderly, economical extension of public utilities. Roads shall not be a stimulus to inappropriate development. Proposed development shall take into account the impact upon traffic volumes, road conditions, capacity levels and road maintenance.
5. Right-of-ways for roads and streets should be reserved or acquired in anticipation of future needs to extend or widen streets or build sidewalks.

6. The appearance of major entryways (ferry terminal, city dock and the airport road) into the city should be enhanced to provide more attractive and inviting gateways to the community.
7. Special efforts shall be made to encourage adequate transportation services for senior citizens and physically handicapped people.
8. Roads will be located away from the shoreline unless no alternatives exist.
9. Roads and trails shall only cross anadromous fish streams when necessary to provide access as deemed necessary by the city. Bridge or culvert construction and design must minimize habitat disturbance and allow fish passage. Phasing of construction shall avoid critical migration periods for salmon and other anadromous species.
10. To reduce hazards and development costs, access roads or driveways serving residential, commercial and industrial developments should be shared and individual access onto arterial streets shall be discouraged.
11. Use of a grid pattern for development shall be discouraged on residential streets in favor of street patterns that conform to land contours and discourage through traffic (i.e., cul-de-sacs and looped roads with T-shaped intersections).
12. Wherever feasible, the city shall provide or encourage pedestrian and bicycle routes as alternatives to automobile use. A bike trail from downtown to the Shoemaker Bay recreation area should be a high priority. Such facilities shall be separated from roads wherever possible. Bikeways should be provided to link residential areas, shopping areas, recreational areas and educational facilities. Sidewalks will be encouraged in conjunction with any street improvements in commercial areas. Bikeways and trail easements may be acquired



through purchase, lease, donation or dedication from any public or private entity. Wherever possible, however, existing public right-of-ways should be used. Acquisition and development of new trails or bikeways shall be based on the recommendation of the city's Parks and Recreation Board.

13. The city should consider alternate means of alleviating congestion and providing additional parking in the Wrangell harbor area, particularly on Case Avenue and Shustak Point. City land at the corner of Case Avenue and Shakes Avenue could be developed for parking.
14. Roads built for timber harvest access in the city shall conform to the city's land use plan and facilitate the best use of the land in the area.

MARINE TRANSPORTATION POLICIES

1. Maintain and upgrade, as necessary, the state ferry and city docks to ensure continued ferry, barge and cruise ship visitation.
2. Promote the use of the Shoemaker Bay small boat harbor for recreational craft in order to relieve overcrowding and to provide more moorage space for commercial fishing boats in the Wrangell harbor. Also encourage increased small boat support facilities at the Shoemaker Bay harbor, including a fuel dock.
3. Continue to promote Wrangell as a major timber and timber products transshipment facility.

AIR TRANSPORTATION POLICIES

1. No structures shall be allowed within the FAA airport clear zone except navigation devices. Any structures located within the FAA airport approach zone shall comply with recommended FAA standards.
2. Allow only for the development of airport-related commercial business at the airport, including aircraft hangars, terminals, airfreight storage, restaurants or tourist facilities.

PUBLIC FACILITIES AND SERVICES

GOAL: To provide a timely, orderly and efficient arrangement of public facilities and services.

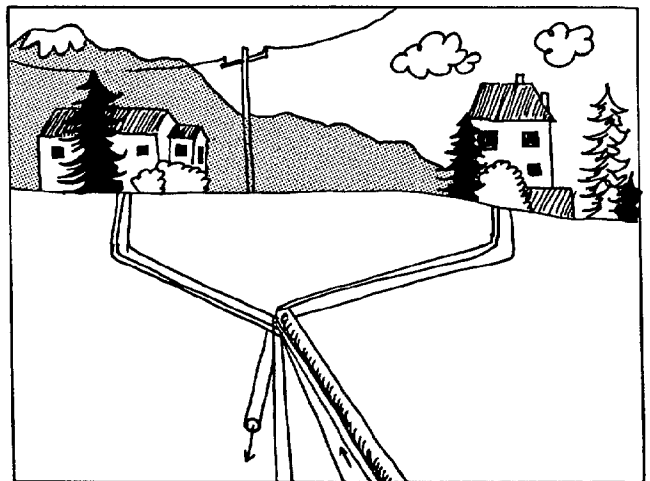
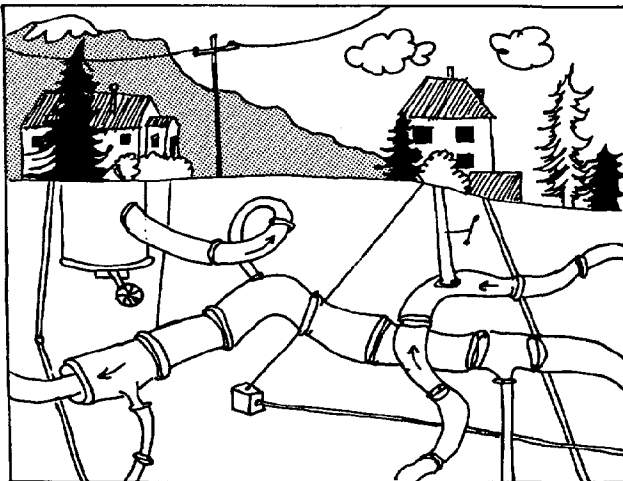
Public utilities and services dictate the location and density of land use. Policies have therefore been developed to ensure that public utilities and services are extended only in an orderly and cost-effective manner, consistent with designated land use patterns.

SEWER POLICIES

1. The capacity of the city's sewer treatment facility shall be considered during the review of additional development proposals.
2. Only areas within the city's sewer service area that are physically suitable for increased development shall be provided with sewer service. In areas not served by city sewer or a community sewage disposal system, lots shall be a minimum of 15,000 square feet.
3. The city shall endeavor to upgrade the sewer system to systematically alleviate infiltration problems, reduce energy costs and increase efficiency and capacity of the system. The city shall use the findings and recommendations contained in the Facilities Plan for Wastewater Collection System Rehabilitation (1980) as a basis for correcting deficiencies.

WATER SUPPLY POLICIES

1. The capacity of the city's water supply system shall be considered during the review of additional development proposals.
2. The city shall consider development of a new reservoir or other means to increase the municipal water supply and storage system.
3. In areas not served by city water, any proposed development must have provisions for a water supply that is sufficient in terms of quantity, dependability and quality for the use proposed.



SOLID WASTE POLICIES

1. The city will cooperate with DEC to find a solution to problems associated with the existing solid waste disposal site.

OTHER FACILITIES

1. All public facilities and services (schools, health care, etc.) shall be programmed to accommodate anticipated development in an orderly and efficient manner. Schools, fire stations and community centers, among others, must have good access and be near the population served.
2. Provide for the continuous upgrading of equipment as necessary to ensure adequate firefighting capability. Provide for the relocation of the fire hall and consider building a substation at Shoemaker Bay.
3. The city will cooperate with the school district to ensure that community growth and development will not overburden the school system.
4. Renovation or replacement of the old high school building and elementary school shall be promoted by the city.
5. All new development shall include adequate storm drainage facilities.
6. The city intends to implement applicable provisions of the 1976 Master Street and Drainage Plan.
7. Underground installation of utilities is encouraged in areas of high recreational and scenic value (e.g., Shakes Island) or in areas of public use where above ground utilities would detract from the character or scenic value of the area.

RECREATION AND HISTORICAL RESOURCES

GOAL: To satisfy the recreational needs of citizens and visitors, and to protect and maintain important historical resources for public use and enjoyment.

Recreational activities will become increasingly important as the population of Wrangell increases and more visitors pass through the area. The following policies seek to provide sufficient recreational opportunities for residents and visitors and help to protect important historical and archaeological sites. Map 2 shows the location of existing and proposed recreation areas (historical sites are shown in

(historical sites are shown in the background report in the section on historical and archaeological resources). Figure 1 identifies the ownership of each recreation area and the activities that occur or are proposed for the site.

RECREATION ^d

1. The city shall attempt to locate new high-intensity recreational facilities at a central, accessible location.
2. Development of additional hunting, fishing, skiing and camping areas and access shall be encouraged.
3. The city will pursue the development of a community swimming pool, tennis court/ice skating rink, community playgrounds and a shoreline park.
4. High priority shall be given to maintaining and increasing public access to coastal waters and to development of water-related recreational sites (e.g., picnic areas, boat launching ramps).
5. The city encourages development of a public recreational trail connecting downtown with the Shoemaker Bay recreation area. Development of this trail will recognize and protect private property rights. The trail could be contained in a hundred foot buffer between residential areas and geologically-defined landslide-prone areas.
6. Existing public access across private land should be maintained and encouraged at the discretion of the landowner. Public access easements should be acquired for key access points. Public access may be restricted where it would jeopardize public safety or present an unreasonable hardship for the landowner or user.
7. Public access shall be developed in a manner that preserves or enhances the characteristics of the shoreline.
8. The city encourages the establishment of additional neighborhood parks and playgrounds.
9. Recreational use of undeveloped shorelines not needed for waterfront development shall be encouraged.
10. Facilities for water-dependent recreation (e.g., fishing, swimming, boating) shall be given preference over nonwater-dependent recreation uses and facilities (picnicking, hiking and indoor sports) in shoreline locations.

HISTORICAL RESOURCES

1. Historical and archaeological sites identified in the Wrangell Coastal Management Program (Part I - Background Report) shall be protected from incompatible development that would detract from the site. Buffers may be required where appropriate.
2. Development in the old townsite area shall be carefully regulated to ensure compatibility and consistency with the original character of the area.
3. Shakes Island, located in the downtown harbor, shall be protected and maintained as a historical and cultural site of significant value.
4. The city encourages the restoration of important historical structures and artifacts (e.g., totems).
5. The city shall encourage the identification and preservation of areas that will contribute to knowledge of the native history and culture of the area.

ENERGY FACILITIES

GOAL: To provide for the siting and development of any energy facilities in a manner which will accommodate local, state and national energy interests and prevent adverse socioeconomic or environmental impacts to Wrangell or adjacent coastal resources.

The Alaska Coastal Management Program requires that sites suitable for the development of major energy facilities be identified by coastal districts and the state (6 AAC 80.070). The Wrangell Coastal Management Program has not identified any major energy facility sites other than the Tyee Lake hydroelectric project. If any additional sites or facilities are proposed in the future, however, siting and approval will occur consistent with the ACMP.

ENERGY FACILITY POLICIES

1. The city supports the development of the Tyee Lake hydroelectric project.
2. The transmission line corridor from Tyee Lake to Wrangell and Petersburg is recognized as an appropriate use of land and water resources, provided the line is consistent with other coastal management policies.

3. The transmission line corridor from Tyee Lake to Wrangell and Petersburg shall be designed to minimize visual impacts. The transmission line corridor across Wrangell Island should be designed to accommodate a summer and winter recreation trail.
4. The development of alternative energy sources shall be investigated. The city shall encourage homeowners, businesses and local government to institute energy conservation practices.
5. The city shall base the siting and approval of any future major energy facilities upon the energy facility standards contained in the Alaska Coastal Management Program (6 AAC 80.070).

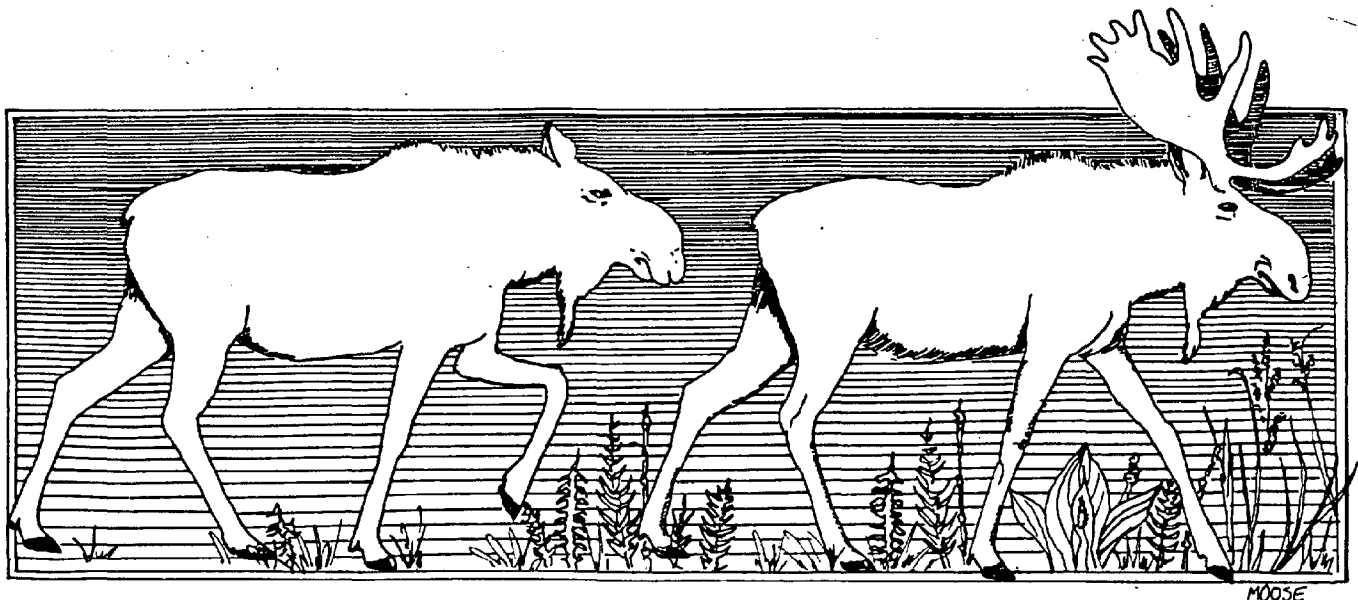
HABITAT

GOAL: To protect important habitat areas from incompatible uses.

Habitat protection is an important component of Wrangell's coastal management program. Protection and maintenance of important habitat areas are necessary to maintain the overall ecological balance as well as to provide for the long-term continuation of resource-oriented activities such as fishing and hunting.

HABITAT POLICIES

1. Critical coastal habitat areas shall be protected from incompatible uses and shall be managed primarily for the protection of fish and wildlife populations and possibly recreation.



2. Tidelands and nearshore waters shall be managed for habitat protection unless such areas have been identified within a designated waterfront development district. A fifty foot corridor along publicly-owned shorelines, streams and water supplies shall be retained in its natural state, except where a waterfront development district has been designated.
3. Habitat areas shall be managed so as to maintain or enhance the biological, physical and chemical characteristics which contribute to their capacity to support living resources.
4. Estuaries and adjacent uplands shall be managed so as to assure adequate water flow, natural circulation patterns and nutrient and oxygen levels, and to avoid the discharge of toxic wastes and silt, or destruction of productive habitat. Likewise, tideflats and wetlands shall be managed so as to assure adequate water flow, nutrient and oxygen levels, and to avoid effects on natural drainage patterns, and the destruction of important habitat.
5. Maintenance and enhancement of fisheries shall be given priority consideration when reviewing shoreland use proposals which might adversely impact habitat, migratory routes and harvest of significant fish or shellfish species. Shorelines having banks, beaches and beds critical to the preservation or enhancement of the fisheries resource shall be maintained.
6. Upland habitats shall be managed, to the extent feasible, to retain natural drainage patterns, to retain vegetative cover on steep slopes, to prevent excessive runoff and erosion, to protect water quality and to provide for open space and scenic values.

HAZARDS

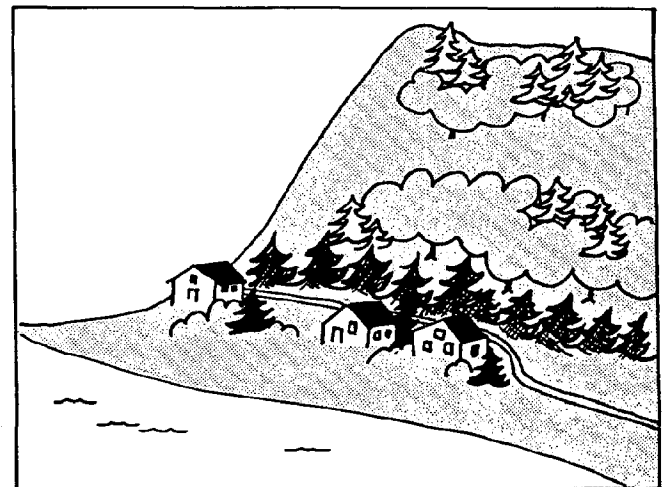
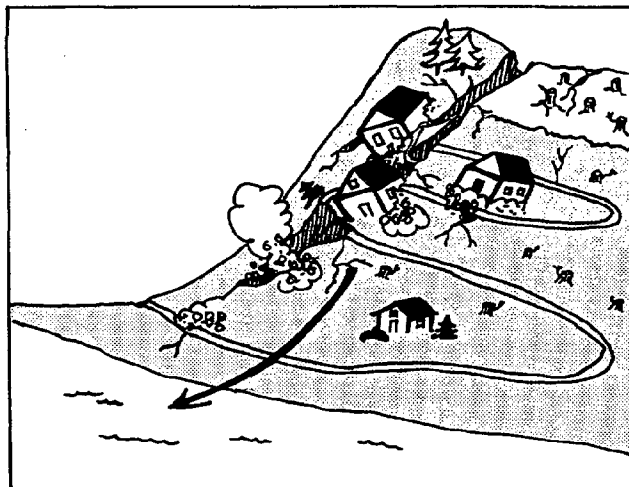
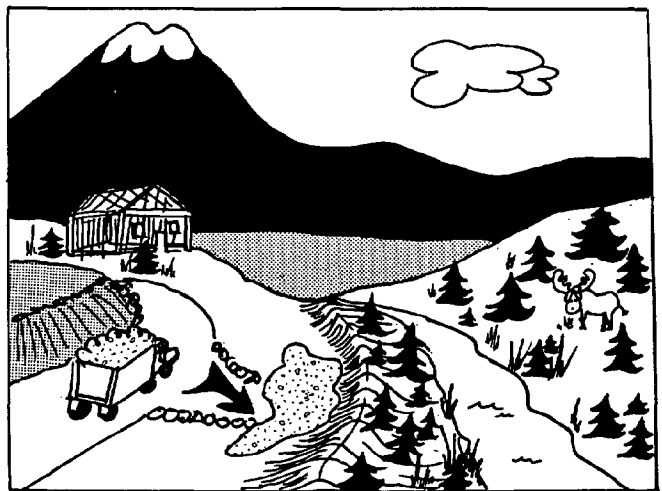
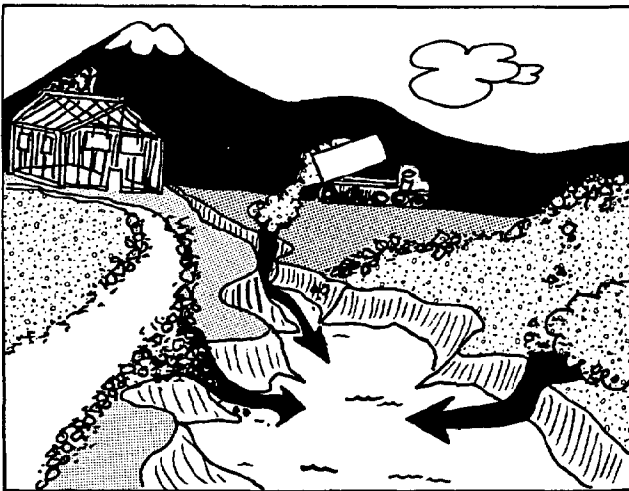
GOAL: To exclude development without adequate safeguards from identified hazard areas.

In areas of identified hazard, policies regulate development and ensure that the public health, safety and welfare will be protected.

HAZARD POLICIES

1. Development in identified hazard areas (i.e., floodplain, steep slopes, landslide areas) shall be consistent with safeguards associated with such hazards and limitations in order to avoid risk to life and property.

2. Surface modification that would induce excessive erosion, undermine the support of nearby land or unnecessarily scar the landscape shall be prohibited. The city may require measures to mitigate or reduce adverse impacts.
3. Development shall be managed according to the severity of natural constraints in order to reduce risks and minimize damage to life and property. Development shall be precluded in rapidly eroding, slide-prone or geologically unstable areas, and severely limited where resulting damage to life and property is probable. Any development in these areas shall be based on a geotechnical site investigation attesting to the safety of the area and/or providing specific engineering practices or structures that would alleviate or adequately mitigate the hazard.
4. When there is evidence based upon a site investigation that an area proposed for development may be physically unstable, the applicant shall be required to submit a plan for stabilizing the area and/or for controlling erosion during and following



construction activities. All structures shall be set back a safe distance behind the tops of unstable slopes.

5. Tree harvesting shall not be permitted on steep slopes (over thirty percent) upland from existing or potential residential areas unless consistent with the Forest Practices Act and unless it can be demonstrated that such harvesting would not result in an increase in landslide hazard for downslope development.
6. Structures shall be located at least fifty feet from watercourses or one foot above the floodplain, whichever is a greater distance, in order to reduce the impact of flooding and to allow for natural drainage.
7. Riprap and other shoreline or streambank protection measures are permitted if erosion is seriously threatening established development.

REGIONAL POLICIES

GOAL: To cooperate, participate and represent the city's concerns in regional planning issues which may directly or indirectly affect the City of Wrangell.

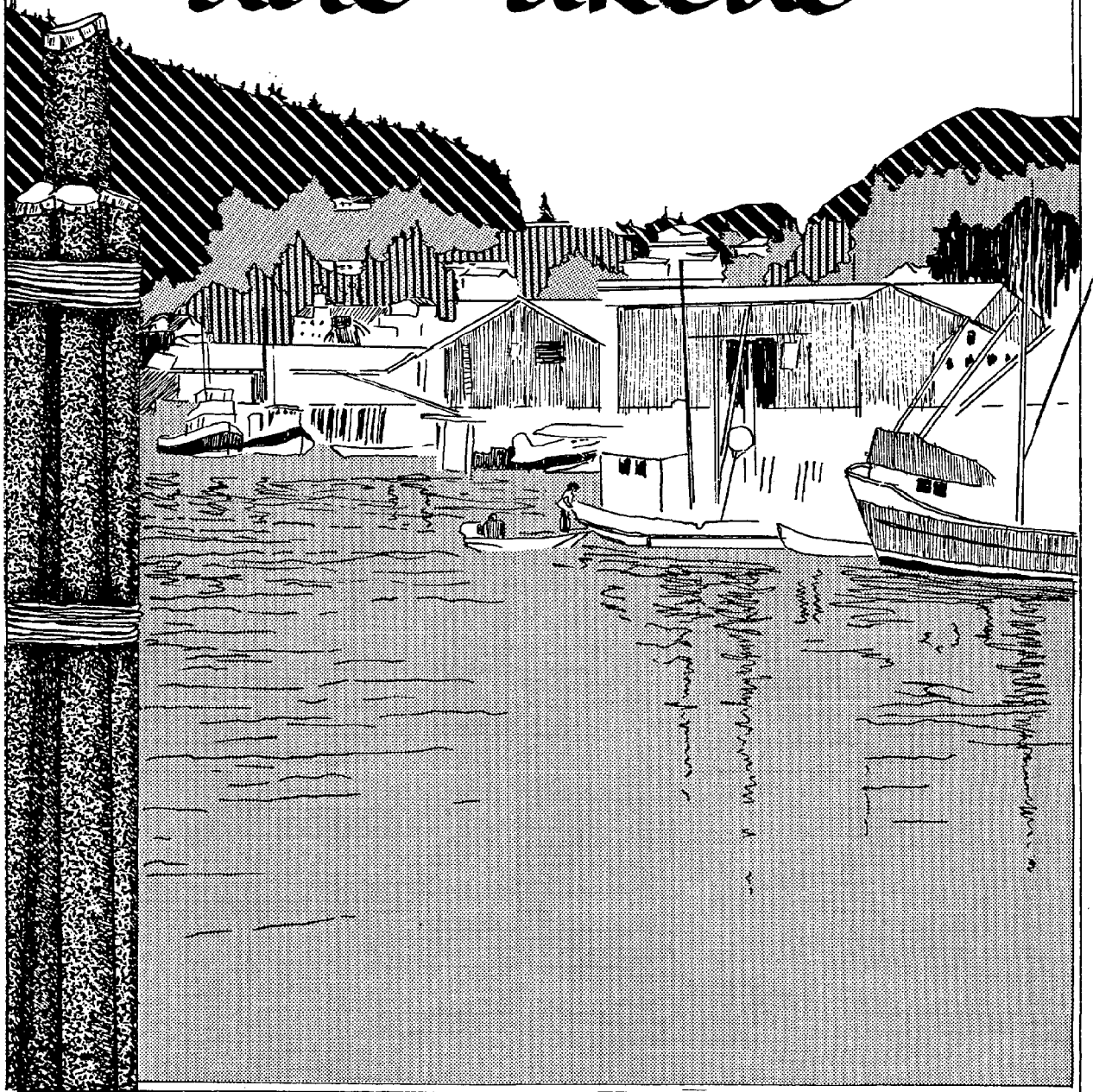
These policies are of a regional nature and address uses and activities occurring outside the Wrangell coastal management boundary. The regional policies, therefore, are of an advisory nature only.

1. The city promotes the construction of a road to the Thoms Lake area.
2. The city shall encourage and actively participate in efforts to study the feasibility of a road to the interior.
3. The city encourages state and federal involvement in future discussions or studies concerning proposed dams on the Stikine and Iskut Rivers.
4. Cooperative management should be sought with appropriate British Columbia and other Canadian resource agencies to maintain water quality and the fish and wildlife populations which traverse national boundaries via the Stikine and Iskut river valleys.
5. The city will cooperate with the USFS and attempt to ensure that federal land management practices will not adversely impact areas of concern to the people of Wrangell or curtail traditional uses.

6. Traditional uses and means of access in the Stikine River area should be allowed to continue.
7. The city shall encourage efforts to improve fisheries in the region through appropriate public and private fishery enhancement projects.
8. A study should be performed to evaluate the possibility of a fisheries enhancement project on the Stikine for the benefit of the United States and Canada.
9. State land disposals by DNR on Wrangell Island and in the Crittenden Creek area should consider the impacts of such disposals on the city and the possible need to provide city services. The city should annex these areas before any disposals, which would encourage year-round residential or industrial development to take place.



chapter II: special uses and areas



USES OF STATE AND NATIONAL CONCERN

The Wrangell Coastal Management Program recognizes that certain uses and activities are of state and national concern and will not arbitrarily or unreasonably restrict or exclude these uses. "Uses of state concern" are those land and water uses that significantly affect the long-term public interest. These uses are defined by the Alaska Coastal Management Program (AS 46.40.210) and encompass uses of national interest, including the siting of ports and major facilities that contribute to meeting national energy needs.

There are many uses of state concern in the Wrangell area. Some of the most important are:

1. management and maintenance of state roads, highways and parkland;
2. disposition of state land, water and forest resources;
3. management of historic resources;
4. conservation and maintenance of air, land and water quality (solid and liquid waste disposal);
5. commercial, sport and subsistence fish and wildlife harvest, fish and wildlife research, rehabilitation and enhancement programs;
6. port and harbor siting and development;
7. disposition of energy resources, minerals and materials; and
8. construction and maintenance of navigational facilities and systems.

SUBJECT USES

All uses and activities dependent on coastal access or that may impact coastal habitats and processes, air, land and water quality, and historic and recreational scenic values are subject to the Wrangell Coastal Management Program. At a minimum, these uses and activities include:

Coastal Development

Industrial, port and harbor development
 Marine-related service industries
 Commercial development
 Residential development

Recreation

Intensive
Nonintensive

Energy Facilities

Power plants
Exploration operations and support facilities

Transportation

Airports, landing strips and floatplane bases
Ports, harbors and docks
Highways and roads
Navigation improvements and aids

Utilities

Utility lines
Sewage treatment plants
Water and sewer lines
Solid waste disposal
Communication facilities
Transmission corridors

Fisheries

Commercial fishing
Fishery enhancement
Seafood processing

Timber Harvesting and Processing

Mining and Mineral Processing

Subsistence

PROPER AND IMPROPER USE DETERMINATION

The Alaska Coastal Management Program requires local coastal management districts to submit a description of the uses and activities in their programs, including uses of state concern, which are proper or improper within their coastal area.

The Wrangell Coastal Management Program uses the following criteria to determine if proposed uses and activities or land and water use designations (including uses of state concern) within the coastal management boundary are considered proper or improper. Proposals subject to the coastal management program must comply with the following prior to approval:

1. Wrangell CMP Goals: Goals provide broad community direction for future land and water uses and activities.
2. Wrangell CMP Policies: Uses and activities must be consistent with the policies of the Wrangell Coastal Management Program. These policies either adopt, expand upon or are equivalent to applicable state standards. Policies are mandatory methods of carrying out adopted community goals. Policies will be implemented through the coastal management consistency review and through city ordinances and standards.
3. Wrangell City Ordinances: Uses and activities must occur in accordance with the city's ordinances. These ordinances serve to implement the policies and land use designations specified in the plan.

AREAS MERITING SPECIAL ATTENTION

The Alaska Coastal Management Act requires coastal management districts to designate areas which merit special attention (AMSA) in their programs. An AMSA is defined as "an area within the coastal area which is sensitive to change or alteration and which, because of plans or commitments or because a claim on the resources within the area delineated would preclude subsequent use of the resources to a conflicting or incompatible use, warrants special management attention or which, because of its value to the general public, should be identified for current or future planning, protection or acquisition" (AS 46.40.210(1)). By adding a special area identification and management element to the coastal management program, the financial and management resources of the program may be focused on such areas. The downtown waterfront development district (Map 2) is recommended as an AMSA.

1. Name of Area: Wrangell Harbor Waterfront Development District.
2. Location/Area Description: The proposed AMSA extends from near the ferry dock on the northern end of the Wrangell townsite to the tip of Shustak Point and includes the Wrangell harbor. The upland extent of the proposed AMSA generally extends to Stikine Avenue, Berger Street, Front Street and Case Avenue (Map 2). The Wrangell Harbor waterfront development district included in the plan forms the proposed AMSA boundary.

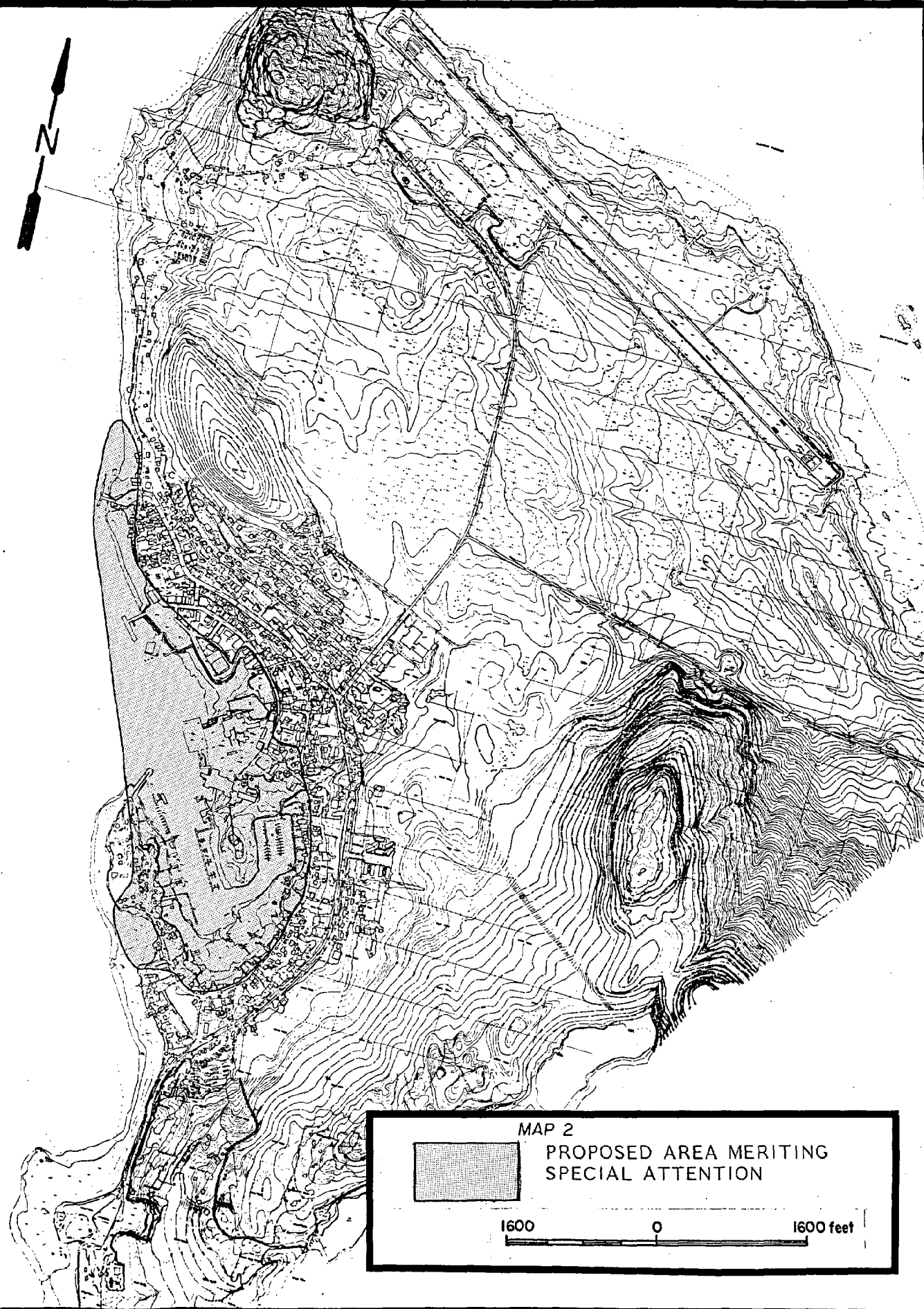
The city of Wrangell grew around the crescent-shaped waterfront encompassed in the proposed AMSA. Today, this area is integral to Wrangell's economy and character. The Wrangell harbor, the city and ferry docks, seafood processing plants, Shakes Island, the old ALP mill site and a variety of light industrial development are found on the waterfront.

Houses that rim the inner harbor add to the character and charm of the waterfront. Shakes Island, illustrated on the cover of this plan, has considerable historical significance (see section on historical and archaeological resources in Volume I, the background report), and, in recent years, this charming island in Wrangell harbor has been a focal point for visitors. Very little natural shoreline remains within the proposed AMSA after a hundred years of intense human use. For the most part, the shoreline consists of rip-rap, fill and some muddy, relatively unproductive tidelands.

3. Basis for Designation: The Wrangell waterfront proposed for designation as an AMSA is vital to the future of the community. Wrangell is a marine-oriented community and its economy is, in large part, dependent on the water access afforded by the harbor and associated facilities located in this area. In addition, the area has considerable recreational use and potential. The marine gateways to the community, the ferry and city docks (used by cruise ships as well as freighters), are located in this area; consequently, portions of the area receive considerable tourist traffic. Historic Shakes Island, with its many native totems, is a significant tourist attraction that lends a great deal to the character of the harbor and the community. The inner harbor is home for many of Wrangell's recreational and commercial vessels.

It is of the utmost importance that future development in this area make best use of available space to promote a sound local economy and preserve and enhance the character of the community. The area has the potential to accommodate additional seafood processing, fisheries support services, transshipment of timber and goods, tourist facilities and a variety of waterfront development. Available space is limited, but the closing of the old ALP mill may leave a relatively large parcel available for development, providing an opportunity that should be considered in the context of overall waterfront development. At the present time, some harbor facilities such as the city dock are being improved and expanded to accommodate increased use.

4. Existing Ownership/Use/Management: This is a relatively large and intensely used portion of the shoreline. The major land ownership of this area is shown on Map 23 in the background report. Most of the area is privately owned by numerous individuals. ALP owns a substantial parcel (the old mill site), which may be made available for redevelopment. The city owns a few parcels and access corridors. Existing land use is also depicted in the background report (see Map 22). Use in the area includes a variety of water-dependent and nonwater-dependent development, including extensive harbor facilities, seafood processing, warehouses, boat repair, fuel distributors, open storage, recreation area (Shake's Island), single-family residences, and a few vacant parcels. The overall management of this area is currently provided by city zoning,



MAP 2

PROPOSED AREA MERITING
SPECIAL ATTENTION

1600 0 1600 feet

shown on Map 24 in the background report. As this map indicates, this area is zoned for light and general industrial development. A small portion of the area, including Outer Drive, is designated as commercial. In the land use plan that follows this section, this entire area is proposed for inclusion in the waterfront development district, which gives preference to water-dependent and related development (see implementation program).

5. Adjoining Ownership/Use/Management. As noted above, land ownership and use for the area are shown on Maps 22 and 23 of the background report. This proposed waterfront development district is bordered on the uplands, for the most part, by the commercial and residential core of the community. The current city zoning for the adjoining area is shown on Map 24 of the background report. The coastal management plan proposes revised land use designations and policies for the management for the entire city (see the following section).
6. Existing or Potential Conflicts: Conflicts in the area include the location of light industrial development adjacent to residential development (e.g., fuel storage tanks near houses) and competition for limited space. The lack of adequate space for industrial use with necessary utilities in the uplands contributes to this problem. Some of the light industrial development in this area is not water-dependent or related and could have been located upland if a suitable upland site, such as those proposed in the coastal management plan were available. Competition for shoreline space should be resolved in large part by giving priority to water-dependent and related development as required by the coastal management program.

There is insufficient docking space in the harbor to adequately accommodate both recreational and commercial boats. In order for Wrangell to be able to benefit from serving a larger portion of the commercial fleet and help facilitate an increase in production at the seafood processing plants, more space must be made available for commercial fishing boats at the Wrangell harbor. The Shoemaker Bay harbor could accommodate many of the recreational craft that use the downtown harbor. Most Wrangell boatowners, however, prefer to keep their boats at the Wrangell harbor because of its proximity and the availability of fuel and services (the Shoemaker Bay harbor does not currently have a fuel dock).

7. Management Plan: This area is included in a proposed detailed waterfront study that will yield a management plan for the development and redevelopment of the area. The purpose of this effort is to provide for future demands for limited waterfront space and facilities in a manner that maximizes economic and social returns to the community while minimizing any adverse impacts to the environment. To accomplish this, detailed economic, transportation and physical resource data

must be accumulated and evaluated in light of anticipated waterfront demand. Likewise, development options must be identified and evaluated in terms of costs and benefits. The result will be a development program that directs specific actions and recommends facilities needed to facilitate waterfront development that will be most beneficial to the community. The preliminary work program for this study is contained in an appendix in this volume.

Proper and improper uses: Uses that are permitted for this area are listed in the proposed Waterfront Development District (WD) ordinance in the implementation program (Part III). Those uses not permitted in this area include any uses not contained in the list noted above.

Policies to be applied to this area: Policies and regulations contained in this plan pertain, as is appropriate, to uses occurring in this area. The use of the area is also subject to the provisions of the proposed Waterfront Development District (WD).

The following authorities will be used to implement a proposed management scheme.

1. City of Wrangell Coastal Management Program
2. City of Wrangell Ordinances
3. Alaska Coastal Management Act

REGIONAL RECOMMENDATIONS FOR AMSA'S

The Alaska Coastal Management Program states that "areas which are not in districts and which merit special attention shall be designated by the council [Alaska Coastal Policy Council] with concurrence of appropriate state agencies, municipalities and villages affected by the designations." The following areas outside of Wrangell's jurisdiction are recommended for designation as AMSA's.

Stikine River and Delta

The Stikine River is one of Wrangell's, and indeed the region's, prime recreation areas. It is used for boating, sightseeing, fishing and hunting. It also supports major salmon runs that are of recreational and commercial value throughout the region. The Stikine River delta, four miles from Wrangell, supports the largest concentration of waterfowl in Southeast Alaska. The productive waters at the mouth of the river contain larger numbers of flounder. B.C. Hydro is considering the possibility of constructing a dam upriver on the Canadian side of the border. This proposed action and its possible ramifications is the subject of studies on both sides of the border (see the section on regional land status and use in the background report).

Because of the tremendous resources, recreational opportunities, importance to the region's commercial fishery and the possibility for dramatic impacts due to the construction of the proposed dam, the Stikine River warrants designation as an area meriting special attention.

Thom's Place

This area is located on the southern portion of Wrangell Island along Zimovia Strait. This is one of Wrangell's most highly valued recreation areas. The Thom's Lake system and the area's marine coastline are used for sportfishing, canoeing, boating, camping, deer hunting and hiking. This area has great potential for additional recreational use. Wrangell residents want to ensure that future development in this area does not degrade or destroy the resources and qualities that make this such a special recreational area. Wrangell residents want to protect the area from logging and oppose private use, including cabins, that would interfere with the enjoyment or use of the area by the public. There is support for additional public facilities and access.

Fool's Inlet

This area supports a large run of pink salmon that are caught by both sport and commercial fishermen. The area also supports a fairly large population of black bears that can be observed by visitors. The greater area also has commercial timber, but the harvesting and transporting of timber could conflict with other resource values and uses. The city's desire is that the area's bountiful resources be managed so as to retain long-term productivity and recreational and commercial use.

chapter III: Land use plan



WRANGELL
INSTITUTE

This chapter identifies the proposed land use plan within the Wrangell coastal management boundary. The plan consists of districts that generally allow a uniform level of intensity and character of development. Landowners will have flexibility to develop their parcels consistent with the intent of the district, as well as the goals, policies, implementing measures (ordinances and standards) and other provisions of the Wrangell Coastal Management Program. The land use districts in this plan are used to establish the zoning districts in the revised Wrangell zoning ordinance included in the implementation program.

The original Wrangell townsite is divided into districts that are generally consistent with established zoning patterns (see Map 5), although some changes have been made to accommodate land use needs and to facilitate good growth patterns. The districts in and immediately around the Wrangell townsite identify areas for relatively high intensity land use including industrial, commercial, waterfront development, and single and multi-family residential uses normally associated with urban areas. Relatively intense waterfront development is also provided in appropriate areas outside the Wrangell townsite, such as portions of Shoemaker Bay and an area near Pat Creek (both of these areas are currently used for water-dependent industrial uses). Criteria for designating urban-type intensive use districts include:

1. public utilities are available in such quantity and quality as to support intensive land uses;
2. necessary utilities and services adequate for high intensity uses may be supplied within a reasonable time and cost to the public;
3. the site is used for or needed for an intensive use that can be developed at reasonable cost to the public;
4. physical conditions (e.g., soils, slope) can support intensive uses or heavy structures.

Areas suitable for future industrial or other uses not needed to satisfy short-term development needs (e.g., less than five years) have been placed in a holding district. The holding district is intended to keep these areas free from development that would not be in the best interests of the city and to keep future development options open. The planning commission and the city council will ultimately decide appropriate land uses for these areas as needs become evident. Remaining lands within the city of Wrangell, generally outside the townsite area, provide for less intensive rural lifestyles and resource management. The purpose of each land use district is described below and depicted on Maps 3 through 8.

LAND USE DISTRICTS

WATERFRONT DEVELOPMENT (WD)

The purpose of the waterfront development district is to provide specifically for water-dependent and water-related uses and activities requiring access to the marine areas that could not be efficiently or effectively conducted at an upland location. This district is generally intended to accommodate light and heavy industrial activity and marine-related commercial uses such as boat building and repair shops, seafood and timber processing, harbor-related uses, and water-dependent warehouses and storage areas. Some other uses and activities that are neither water-dependent nor water-related may be allowed as conditional uses, provided that there is no feasible and prudent inland alternative to meet the public need for the use or activity. Eating and drinking establishments, tourist service businesses and neighborhood convenience grocery stores serving as small rural service areas in outlying areas such as Shoemaker Bay may be allowed as conditional uses. Existing residences will be allowed to remain, but additional residential development in this district that would compete with water-dependent or related uses is discouraged.

INDUSTRIAL DISTRICT (I)

The intent of this designation is to provide suitable sites for industrial uses that do not require a waterfront location, such as light manufacturing, machine shops, automobile repair shops, storage, warehousing and other similar uses. In the event that additional space is needed for nonwater-dependent or related industrial use, an appropriate amount of suitable land can be withdrawn from a holding district and designated to satisfy the need.

COMMERCIAL DISTRICT (C)

This district includes and slightly expands the existing commercial district along Front Street. In so doing it helps retain the city's compact and convenient central business district while allowing for expansion of commercial development. A commercial area is also designated adjacent to the airport, primarily to accommodate airport-related businesses, and perhaps a restaurant and tourist-oriented shop.

OLD TOWN DISTRICT (OT)

The purpose of this district is to maintain the character of the older portion of the city, protect the integrity of the neighborhood and allow for reasonable development on existing small, irregular lots. This district also provides for compatible commercial development in character with existing development (preferably in existing structures) in suitable locations. New development shall maintain the character of the district through the use of aesthetically compatible architecture,

building materials (e.g., wood) and scale of development. A rendering of the proposed building will be required, along with a list of the materials to be used for the exterior of the structure. The building inspector will make a decision as to the appropriateness of the proposal. If the proposal is determined inappropriate, it will be placed before the planning commission for their denial or approval with stipulations, mitigating measures or conditions to make it acceptable.

MULTI-FAMILY RESIDENTIAL DISTRICT (MF)

The purpose of the multi-family district is to protect and enhance existing medium density residential uses and to provide additional areas suitable for duplexes, apartments, planned unit developments and other compatible relatively high intensity uses. The multi-family district encourages the concentration of people in areas near schools, shopping areas and other community centers to enable economical utility service, to reduce dependence upon the automobile and to provide convenient proximity to destination points. Areas designated within a multi-family district are included in one or more of the following categories:

1. areas already largely built or committed for medium or high density residential development;
2. areas that are physically suitable for accommodating medium or high density development and to which a necessary level of public utilities, access and services are available or are planned to be made available at reasonable cost;
3. areas near schools, shopping, business, health care and recreation areas where the proximity of multi-family development can result in energy conservation, public and private cost savings and convenience.

SINGLE-FAMILY RESIDENTIAL DISTRICT (SF)

This district provides for single-family homes in suitable locations and helps maintain the character and integrity of existing neighborhoods. Areas designated within a single-family residential district are included in one or more of the following categories:

1. areas presently containing medium density, single-family residential development (i.e., lots generally between 5,000 and 15,000 square feet); and/or
2. areas that are physically suitable for accommodating medium density residential development where a necessary level of public utilities, access and services are available or are planned to be made available at a reasonable cost.

RURAL RESIDENTIAL DISTRICT (R)

This district provides for relatively low impact land and water uses and activities in areas that are not suitable or desirable for intensive development due to their distance from established utility service areas or because of existing rural lifestyles. These areas shall be protected from inappropriate, high intensity development in order to maintain their character and avoid the high public costs associated with utility service for outlying or scattered development. Residential use shall have a minimum lot size of 15,000 square feet to maintain the character of the district and to accommodate on-site sewage disposal. Larger lots averaging one acre are encouraged in this district to help minimize potential problems associated with on-site sewage systems.

Within the rural residential district, low intensity uses that will not require public sewers or high volume traffic arterials are encouraged. This district will offer residents a choice of lifestyles, density and rural amenities. Nonresidential uses and home occupations associated with rural lifestyles may also be permitted as conditional uses if appropriate to the area and if a public need can be served. These uses may include small rural service centers containing, for example, a grocery, and laundry. Strip commercial development or major commercial service centers shall be prohibited.

Areas designated within a rural residential district include:

1. areas where public utilities are not presently available;
2. areas where public utilities are not anticipated to be supplied within a reasonable time or at a reasonable cost;
3. areas near existing public roads that are suitable for low intensity residential use; and
4. areas developed for rural residential use.

TIMBER MANAGEMENT DISTRICT (TM)

This district includes those rural areas containing marketable timber and other natural resources, as well as existing or potential recreation areas. The intent of this multiple use district is to provide for the management and harvest of timber, extraction of minerals, use and enjoyment of natural resources, and recreation, while allowing for the development of compatible remote, low density cabin sites. Watersheds and key wildlife habitats will be protected and managed to provide for the maintenance of these resources in a healthy condition.

Development in this district must be consistent with the remote, rural atmosphere of the area. Public services, utilities and facilities will not be provided. Activities and development normally associated with resource management, harvest or extraction are allowed where they

do not unduly degrade or destroy other resources such as public watersheds, critical wildlife habitat or important recreation areas.

As noted above, residential development is limited to low impact, large parcel cabin sites. Residential development shall not exceed the average density of one unit per five acres in areas where such development will not conflict with normal timber harvest or mineral extraction activities. In areas of high timber productivity (as identified by USFS and DNR), residential uses may be prohibited. Well-located, large lot development will be in keeping with the character, resource and aesthetic values of the areas contained in this district and will minimize public service costs, resource management impacts and conflicts associated with higher density residential development.

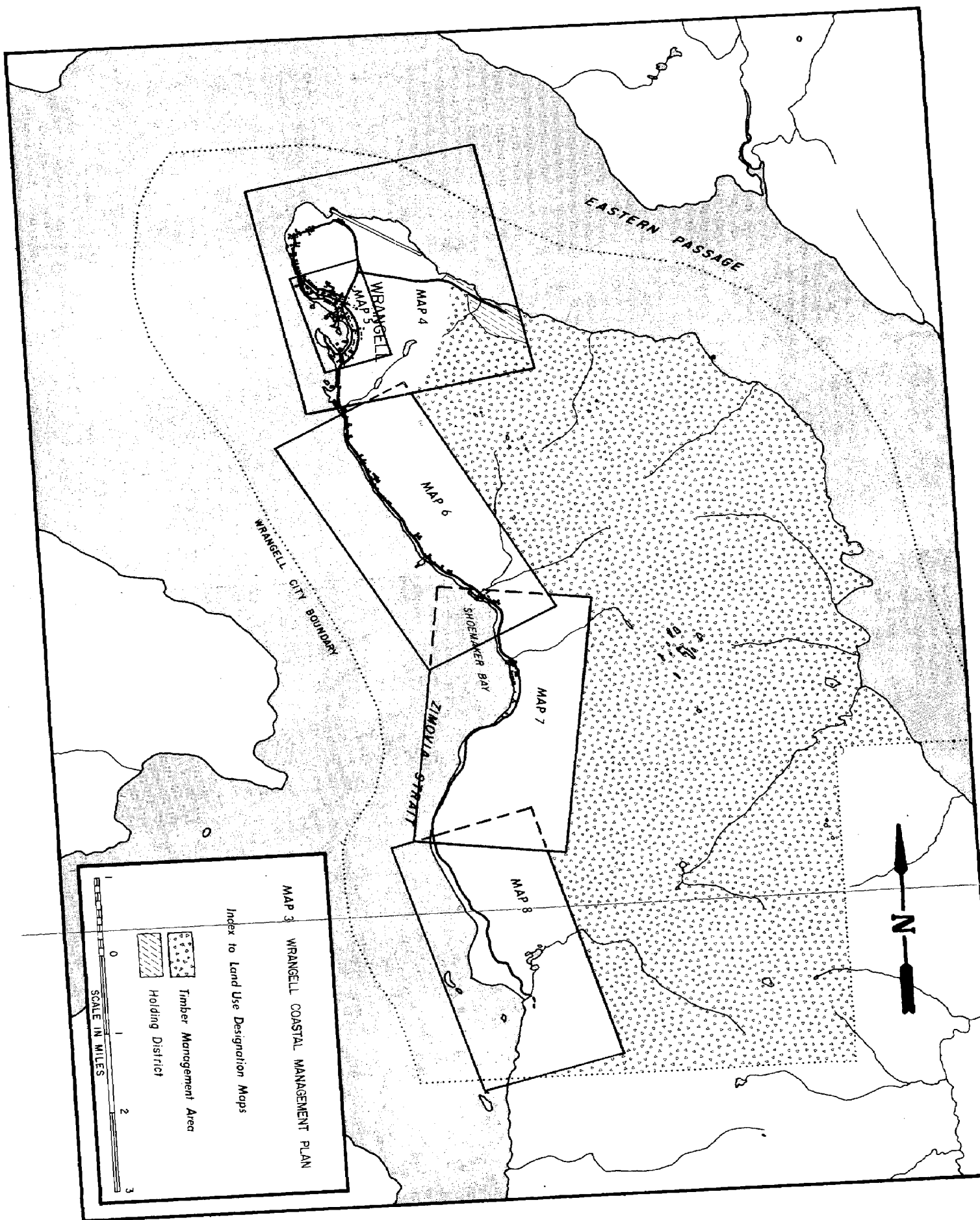
OPEN SPACE/PUBLIC (OS)

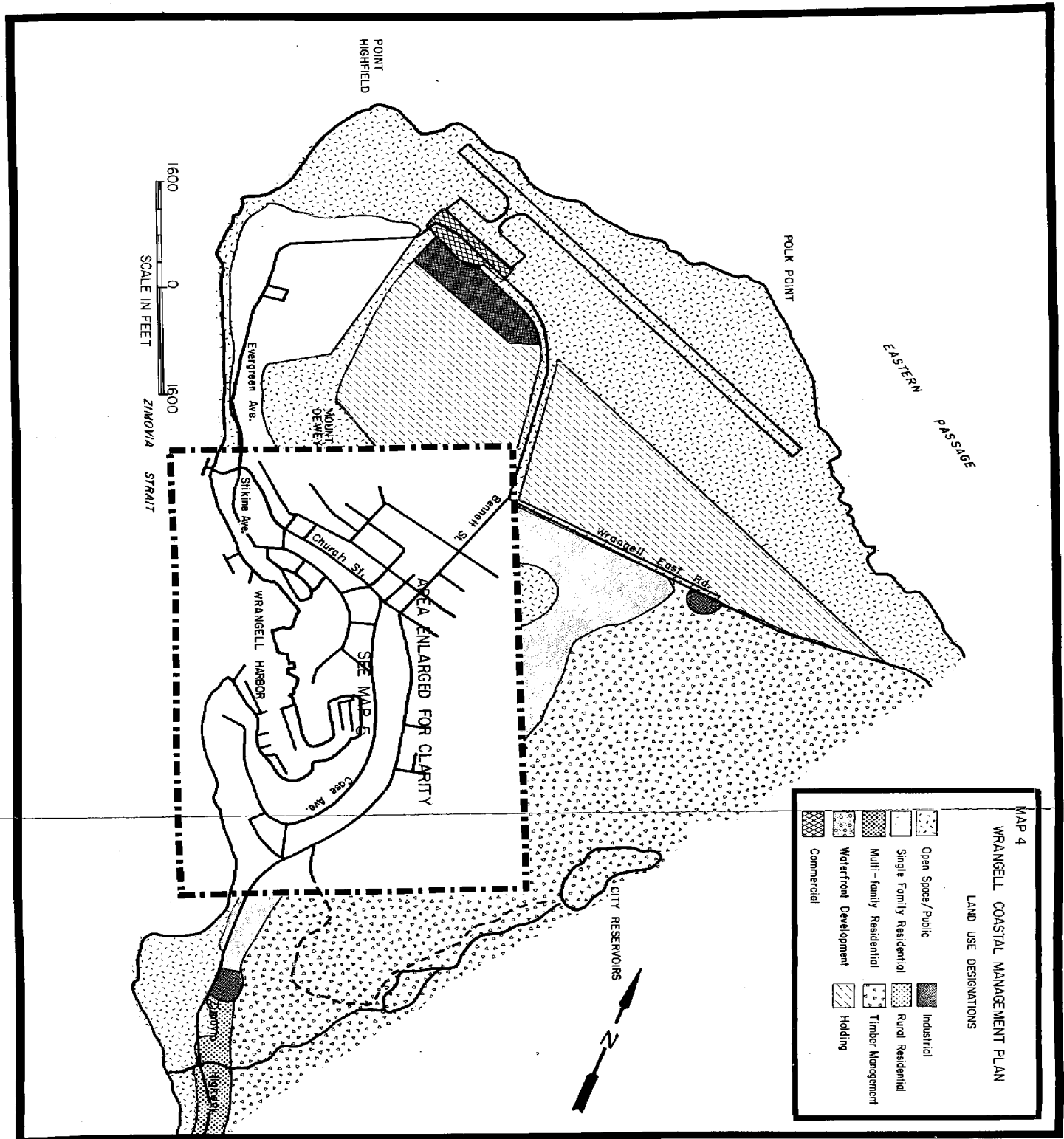
The intent of this district is to protect public safety, health and welfare, and to maintain the integrity of significant cultural, natural and recreational resources. Land designated within the open space/public district include areas containing public facilities, existing and potential public recreational sites, areas subject to natural hazards, public watersheds, greenbelts or buffers and important wildlife habitat. The variety of uses and the cultural and natural resources contained in this district pose a range of management problems which are addressed and guided by the policies and standards contained in this program.

Some areas within this district will be developed rather intensively to meet a public need. Other areas will remain undeveloped to avoid hazard areas and to protect public watersheds, key wildlife habitats, prime scenic areas and historic or archaeological sites, to buffer incompatible uses and shape growth patterns, and to provide trail corridors. Much of the land contained in this district is currently in public ownership and should be retained as such.

HOLDING DISTRICT (H)

The intent of this district is to maintain future development options by setting aside large areas in excess of short term needs for future needs, unencumbered by piecemeal development. By preventing premature development at densities that underutilize the land, relatively large parcels can be retained for major development projects (e.g., industrial use) when and if the need arises. Areas may be withdrawn from the holding district to meet a need that is consistent with the intent of this district or that cannot be accommodated elsewhere. Such withdrawals shall recognize long-term land use needs over immediate concerns.

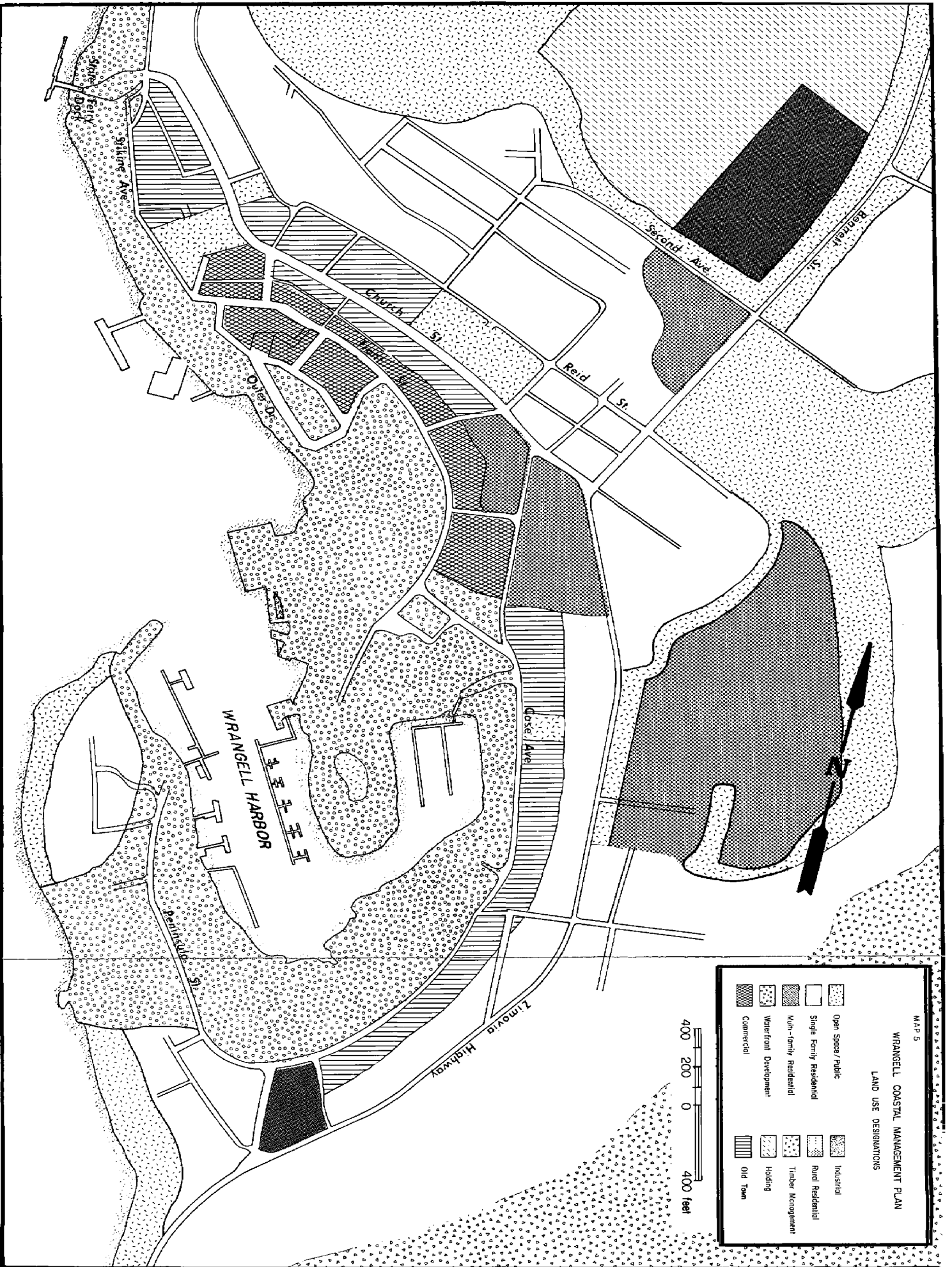




WRANGELL COASTAL MANAGEMENT PLAN

LAND USE DESIGNATIONS

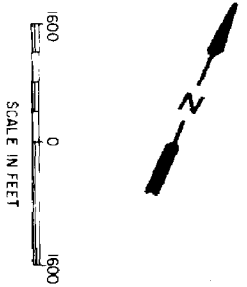
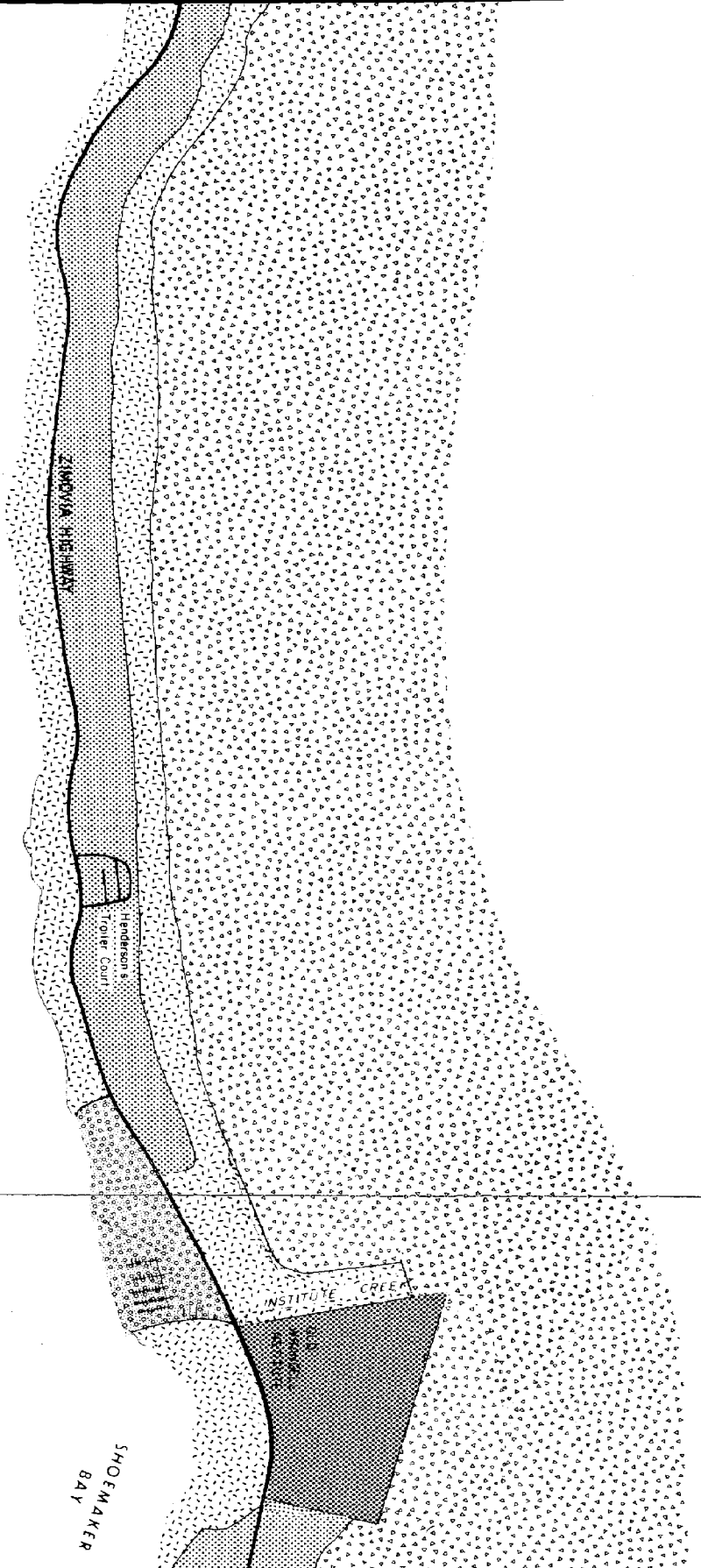
	Open Space/Public		Industrial
	Single Family Residential		Rural Residential
	Multi-family Residential		Timber Management
	Waterfront Development		Holding
	Commercial		Old Town



MAP 6

WRANGELL COASTAL MANAGEMENT PLAN
LAND USE DESIGNATIONS










	Open Space/Public		Industrial
	Single Family Residential		Rural Residential
	Multi-family Residential		Timber Management
	Waterfront Development		Holding
	Commercial		

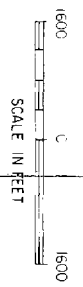


SHOEMAKER
BAY

MAP 7

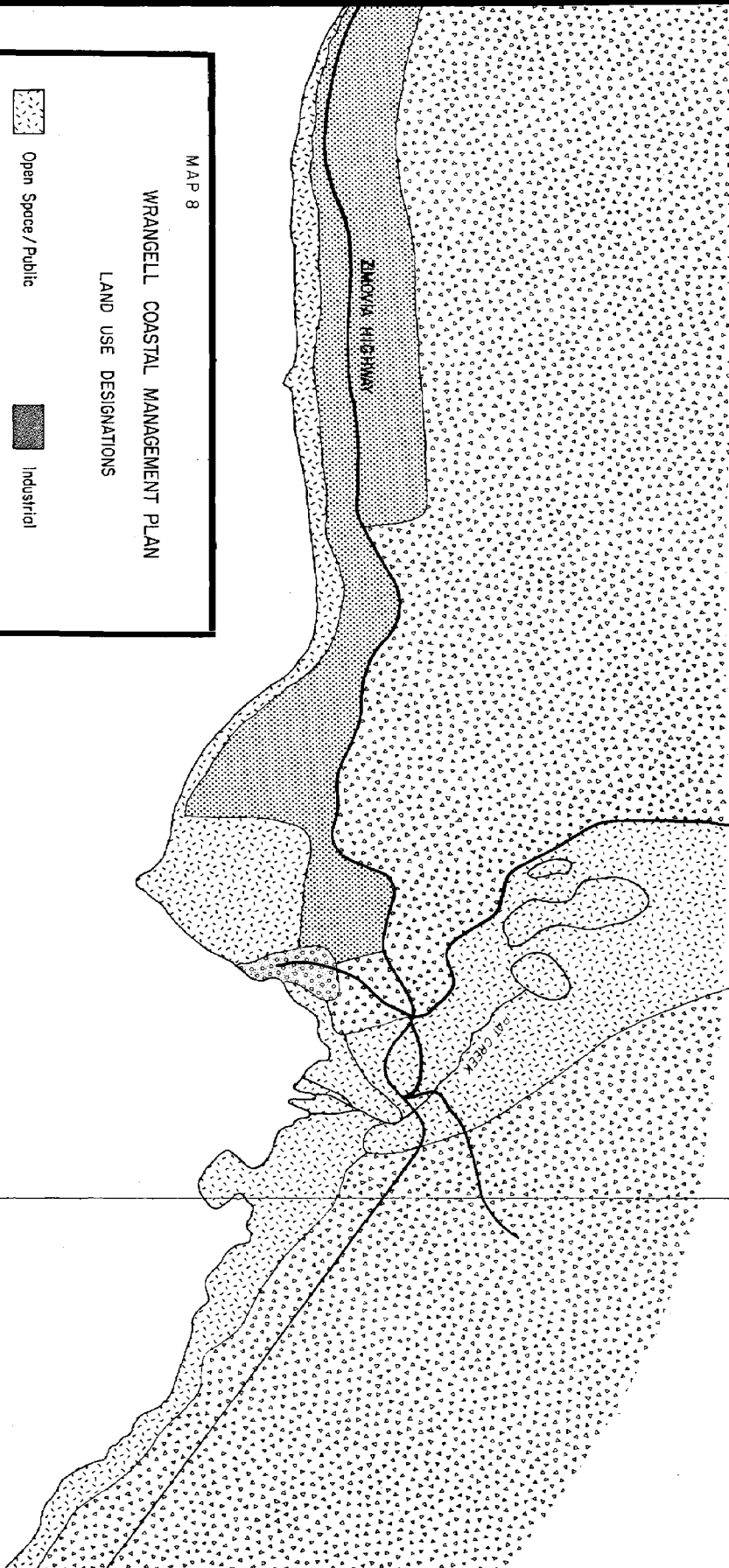
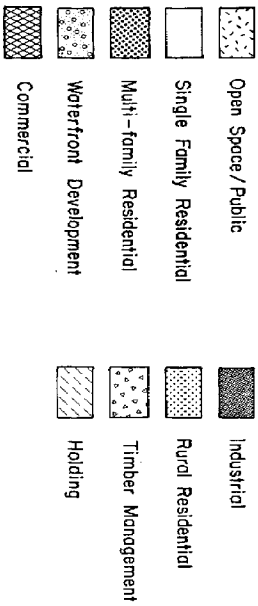
WRANGELL COASTAL MANAGEMENT PLAN
LAND USE DESIGNATIONS

- | | | | |
|---|---------------------------|---|-------------------|
|  | Open Space / Public |  | Industrial |
|  | Single Family Residential |  | Rural Residential |
|  | Multi-family Residential |  | Timber Management |
|  | Waterfront Development |  | Holding |
|  | Commercial | | |

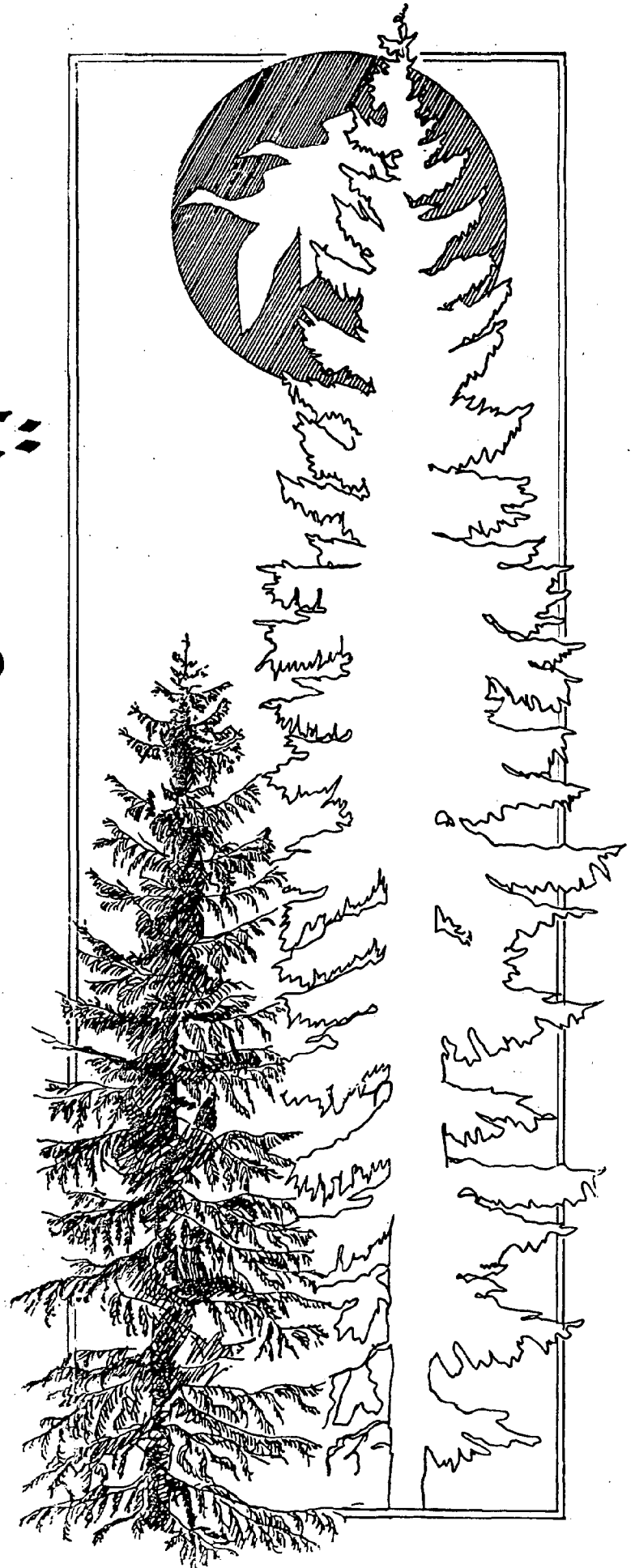


MAP 8

WRANGELL COASTAL MANAGEMENT PLAN
LAND USE DESIGNATIONS



chapter IV: federal, state and local controls



COASTAL MANAGEMENT CONSISTENCY

The consistency provisions of the Wrangell Coastal Management Program provide a means by which the city can influence actions of the state or federal agencies that may have impacts on the city. State, federal and local governmental actions, with few exceptions, and major private developments or activities must comply with the policies and regulations set forth in the Wrangell Coastal Management Program. This control is accomplished in part through a "consistency" review process established under the Alaska Coastal Management Act.

State consistency refers to a section of the Alaska Coastal Management Act which requires State agency actions to comply with the standards of the Alaska Coastal Management Program and also with approved local, or district, coastal management programs. Upon approval by the Coastal Policy Council and the State Legislature, district programs become part of the State program. The Coastal Policy Council would approve a district program if it meets the standards and guidelines of the Alaska Coastal Management Program.

Federal consistency refers to a section of the federal Coastal Zone Management Act which requires federal agency actions to comply with the Alaska Coastal Management Program. Since approved district coastal management programs are part of the State program, federal agency actions must comply with approved district programs as well as with the State's coastal management standards. (Division of Community Planning, CRA, 1979.)

Coastal management consistency is attained through a consistency review procedure. The State of Alaska assigned the central coordinating function for federal consistency reviews to the Division of Policy Development and Planning. Consistency reviews for state permits are the responsibility of the agency that administers the permit. DEC operates a permit clearinghouse, so most consistency reviews are handled through the DEC Permit Information and Referral Center (Pouch O, Juneau, Alaska 99811). Upon the adoption of this program by the Wrangell city council, the state agencies have three months to develop guidelines with the city for coordinating and performing consistency reviews and, in effect, implementing the Wrangell program. When a permit requiring compliance with the Wrangell Coastal Management Program is requested by an applicant (such as a U.S. Army Corps of Engineers permit for construction in navigable waters) the city will be requested by the state lead agency (i.e., the agency that would issue the permit) to respond as to whether the proposed action is consistent, or in compliance, with Wrangell's adopted program. If it is not consistent, the city may recommend mitigating measures or stipulations that would enable the project to comply with the program.

EXISTING FEDERAL AND STATE CONTROLS

The following federal and state controls provide the foundation for implementing the Wrangell Coastal Management Program. They are also the permits most likely to require consistency determination in Wrangell. A complete listing of federal and state controls, along with a more complete description of actions affecting the coastal area, is found later in this chapter.

Federal Controls or Activities

National Pollution Discharge Elimination System (water quality)

Corps of Engineers Permit for the Discharge of Dredged or Fill Material

Corps of Engineers Permit for Work or Structures

Executive Order 11988, Floodplain Management

Executive Order 11990, Protection of Wetlands

Historic Preservation

National Environmental Policy Act (NEPA)

State Controls or Activities

Water Quality Standards

Wastewater Disposal Permit

Water Appropriation Permit

Game Refuges

Anadromous Fish Protection

Tidelands Lease and Permit

Land Classification

Mining and Oil and Gas Regulation

Historic Preservation

Solid Waste Disposal

Certification of Activities under Section 401 of Clean Water Act

Permit Classifications

The state legislature, through Senate Bill 84, with administration through Uniform Permit Procedures Regulations, is proposing to divide permits into Class I and Class II permits. These categories of permits are as follows:

- ° Class I permits are less significant state permits that do not require public notification and only informal intra-agency review. The permit must be issued or denied within thirty days.
- ° Class II permits are permits that would require public notification and a formal intra-agency review process. All consistency determinations on the issuance of federal permits fall in this category. State agencies have yet to determine which specific state permits require Class II review. The review period shall not exceed sixty-five days.

LOCAL CONSISTENCY DETERMINATION

The City of Wrangell shall make consistency recommendations on state and federal actions, including permit applications for areas within the Wrangell coastal management district. The city may also choose to make recommendations on permit applications for areas outside its boundaries. These areas, however, are not subject to Wrangell's program and need not be consistent with it unless the proposed activity would have a spillover effect on the community. The city administration will review all permits for compliance with the policies and standards of the Wrangell Coastal Management Program as part of the review process for a consistency recommendation.

Review Process

- ° The Planning Commission shall review all Class II permits which require public notification by state or federal agencies. The review shall occur within thirty-five days of notification by the state. Public notice by the city is not necessary.
- ° Class I permits which do not require public notice by state or federal agencies shall receive city staff response and be returned to the appropriate agency within ten working days of receipt of the determination request. If the city fails to respond within the time frame allotted by law, it shall be presumed that the city waives any objection to the proposed action. A nonresponse, however, does not exempt an applicant from obtaining any required local permits. If an obvious lack of information precludes the city from making a determination in

this time frame, the city may request additional review time in order to obtain and evaluate necessary information.

The city's purpose in reviewing permit requests for consistency is to determine if a proposed action is in compliance with the adopted coastal management program as well as any local requirements such as building, zoning, and subdivision regulations. If the proposed action is in compliance with the Wrangell Coastal Management Program, a response to that effect is adequate. The response may include any mitigating measures that are necessary to bring a project into compliance with the program. A rationale for each of these mitigating stipulations, including a citation of the section of Wrangell's program that the proposed action does not comply with (in the absence of mitigating measures), should accompany each mitigating measure. While these stipulations will require time to formulate, they provide the city with a means of influencing development decisions. In Class II permits, where public testimony and a staff review is involved, a record of the testimony and staff comments shall be forwarded with the recommendation to the appropriate state agency. If any local permits are required, the response shall include a statement of what type of local permit action is necessary.

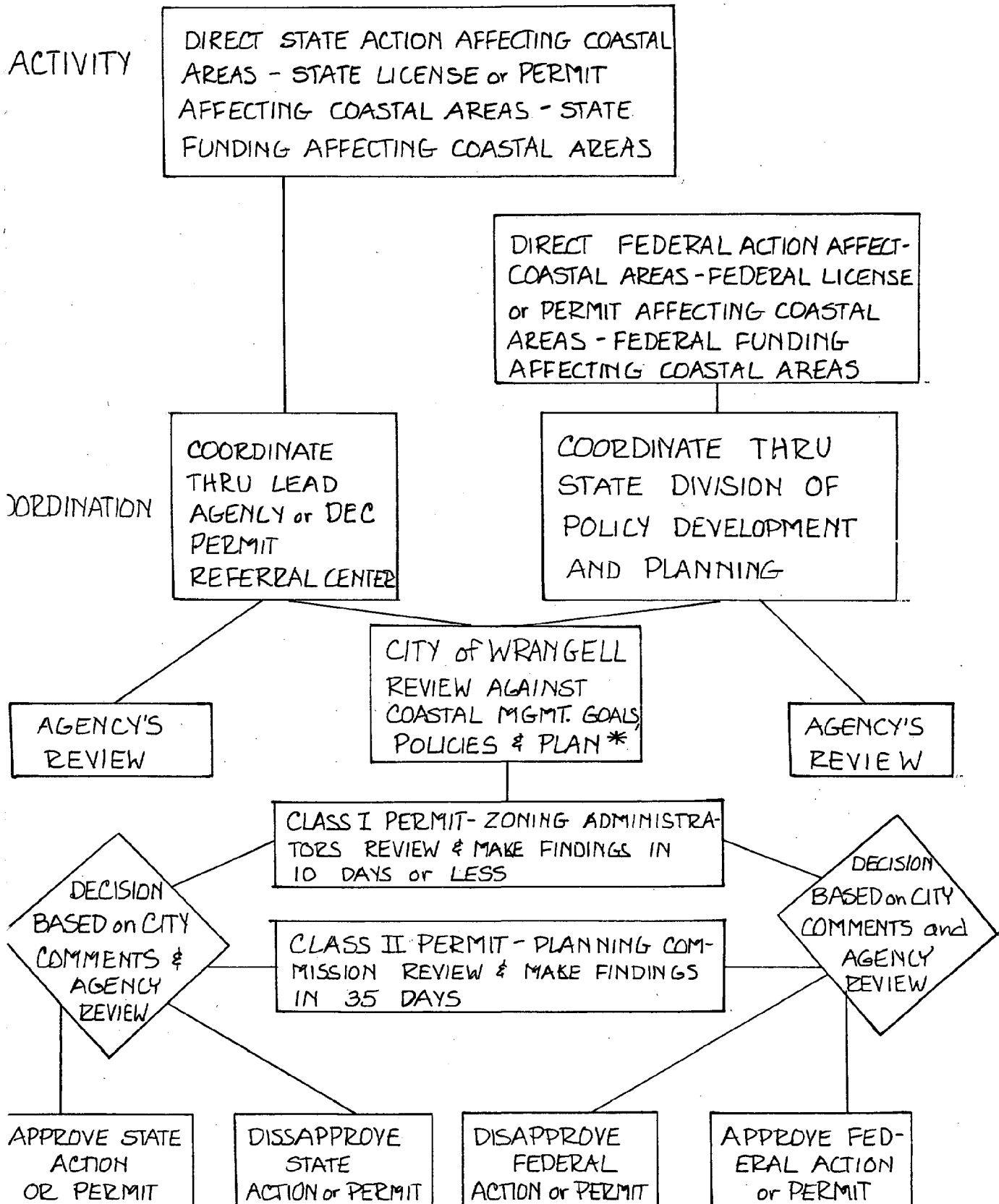
Disagreements

As a requirement of the Wrangell Coastal Management Program, the agency approving a permit which was reviewed by the city shall notify the city of the action taken by the agency. The city's recommendation is given "great weight" in the decision-making process of the agency. This means that, for an agency to make a decision contrary to the city's recommendations, it must have a preponderance of information to support a position contrary to the city's recommendation. In other words, if the city disagrees with the agency's action, a complaint stating grounds for disagreement may be sent to the deciding agency, with notice also sent to the Coastal Policy Council. If the agency agrees that the complaint has merit, it should work with the city and resolve the matter within thirty days of receipt of the complaint. If the dispute cannot be resolved through this process, the city has the option of taking its case before the Coastal Policy Council, if it pertains to the coastal management program, and to the governor if it pertains to other actions of state agencies.

STATE AND FEDERAL ACTIONS AFFECTING THE PROGRAM

State and federal actions, including permitting, construction, planning and financial assistance, within the coastal management boundary (the entire city of Wrangell) are subject to consistency reviews. As previously mentioned, actions of state and federal agencies outside the city can be reviewed by the city if "spillover" effects occur that have an effect on the city. The following section outlines these state and federal activities in detail.

COASTAL MANAGEMENT CONSISTENCY REVIEW PROCESS CITY OF WRANGELL



DOES NOT EXEMPT APPLICANT FROM COMPLYING WITH CITY PERMITS FOR BUILDING, ZONING, ETC.

State Actions

All state actions directly affecting Wrangell's coastal area will be reviewed for consistency with the adopted coastal management program. The state is most likely to affect the coastal area through direct activities, licenses, permits, leases and state spending.

Direct State Activities. Development projects, including planning, construction, modification or removal of public works or facilities and state land classifications are examples of actions which might be taken directly by the state that could produce major changes in the coastal area. If state agencies conducting such activities decide that they would directly affect the coastal area, they would determine whether the proposed actions are consistent with the state's coastal management standards and, where applicable, with Wrangell's approved district program.

Licenses, Permits and Leases. Licenses, permits and leases that the state issues and that might directly affect the state's coastal area include the following:

Department of Commerce and Economic Development, Alaska Public Utilities Commission. Certificates of public convenience and necessity required for any individual, association or corporation to own, operate, manage or control a public utility (systems for the transmission or transportation of water, electricity, gas, steam, sewage and refuse) (AS 42.05; 3 AAC 48).

Department of Environmental Conservation. Air quality permits required to operate (1) facilities capable of emitting into the ambient air, regardless of whether air quality control equipment is operating, more than twenty-five tons per year of sulfur dioxide or particulate matter or one hundred tons per year of either nitrogen oxides, carbon monoxides or hydrocarbons, (2) mercury retorts, and (3) fuel-burning electric generating equipment greater than 250 kilowatts capacity (AS 46.03; 18 AAC 50).

Approval of subdivision plans for adequacy of water supply and sewage disposal (AS 46.03; 18 AAC 72).

Approval of plans for construction, modification or operation of a sewage system or treatment works (AS 46.03; 18 AAC 72).

Certificates of reasonable assurance that applications for federal licenses or permits which may result in discharges into navigable waters comply with appropriate requirements of state law (Section 401 of the Federal Water Pollution Control Act, as amended by the Clean Water Act of 1977).

Permits for disposal of wastewater into or on Alaska land or water or into a publicly operated sewage system (AS 46.03; 18 ACC 60).

Department of Fish and Game. Permits for any work or development within the statutorily-designated state fish and game critical habitat areas (AS 16.20).

Permits to undertake work or development within designated state game refuges (AS 16.20).

Permits to construct a hydraulic project or affect the natural flow or bed of a river lake or stream specified as being important to anadromous fish, or use equipment in such waters (AS 16.05; 5 ACC 95).

Department of Natural Resources. Permits for offshore locatable mineral prospecting (AS 38.05; 11 AAC 82, 86, 88).

Leasing for the extraction of offshore locatable minerals other than oil and gas (AS 38.05; 11 AAC 84, 86, 88).

Oil and gas leasing (AS 38.05, 11 AAC 82, 83, 86).

Drilling or deepening any well on state land for oil or gas, or for stratigraphic information (AS 31.05; 11 AAC 82, 83, 88).

Leasing of state-owned tideland and submerged land for purposes other than for the extraction of natural resources (e.g., cargo docks and small boat harbors) (AS 38.05; 11 AAC 62).

Permits for general use of state-controlled tideland and submerged land (e.g., float homes and log storage) (AS 38.05; 11 AAC 62).

Permits to appropriate water occurring in a natural state in Alaska (AS 46.15; 11 AAC 72).

Permits to modify any body of nonmarine surface water (AS 46.15; 11 AAC 73).

Department of Transportation and Public Facilities. Permits for placement, modification or maintenance of an encroachment across or along a state highway, or a highway funded in whole or in part by federal funds (AS 19.25; 17 AAC 10).

Permits to place or maintain utilities (railroads, public utilities, publicly-owned fire and police signal systems and street lighting systems) under, on, in or over a state highway right-of-way (AS 42.05; 3 AAC 48).

State Spending. State spending is guided by two budgets: (1) state agency budget, and (2) six-year capital improvements program for DOTPF. To the extent that they affect the coastal area, actions supported by either budget must be consistent with the state's coastal management program and, consequently, Wrangell's program (where applicable).

Federal Actions

Federal actions that will be reviewed for consistency include (1) direct federal activities, (2) federal licenses and permits, (3) activities on the outer continental shelf (not applicable in Wrangell), and (4) federal assistance programs that significantly affect the Wrangell coastal area. The Alaska Division of Policy Development and Planning has signed memoranda of understanding with most of the key federal agencies that conduct activities in the state's coastal area. While the memoranda of understanding specify actions that will most likely directly affect the state's coastal area, it is nevertheless the federal agencies themselves that decide whether a consistency determination is warranted in any given instance.

Direct Federal Activities. If a federal agency decides that any of the following activities would directly affect the state's coastal area, it would determine whether the proposed action complies with the state's coastal management standards and, where appropriate, Wrangell's approved district program. Direct federal activities that could affect coastal resources include:

All development projects, which includes planning, construction, modification or removal of public works or facilities.

Acquisition, use or disposal of land or water resources.

Federal waste disposal plans for a federal facility.

Federal agency activities requiring a federal license or permit.

Federal assistance for housing development to entities other than state or local governments (e.g., private interests or native organizations).

Environmental impact statements required under the National Environmental Policy Act for all major projects involving federal funds.

Federal Exemptions. Federal activities on federal lands are exempt from the federal consistency requirement unless such activity can be determined to have a spillover effect outside those lands. Federal leases of outer continental shelf resources are determined exempt, by the Secretary of the Interior, from the consistency requirement (presently in litigation). Permits or licenses for activities on tracts of

the OCS, however, must comply with the state's standards and with approved district programs if they would affect the state's coastal area. Direct federal activities may also be exempt if other federal laws or unforeseen circumstances prevent federal agencies from being fully consistent with state standards and with Wrangell's approved district program. For example, a natural disaster may call for quick responses from federal agencies in ways that might not always be consistent with state standards and approved district programs. Federal permits, licenses or assistance may also be excused from the consistency requirement if the proposed activity is in keeping with the objectives and purposes of the federal Coastal Zone Management Act and is vital to national security.

This "escape clause" in the consistency provision of the federal Coastal Zone Management Act is not as easy to use as it may seem at first glance. Congress did not foresee many instances in which federal agencies would not be able to comply with state and local coastal management programs. The intent of the federal act is that differences are to be ironed out before state and local programs are approved and that later exemptions from the consistency requirement are to seldom occur, and then only under unusual circumstances.

Federal Licenses and Permits. Certain federal licenses and permits may directly affect Wrangell's coastal area. If the federal agency that would issue the license or permit decides that the activity would directly affect the coast, it would direct the applicant to certify that the proposed activity would be consistent with the state's coastal management standards and also with approved district programs. Listed below are licenses and permits that might directly affect Wrangell's coastal area.

Department of Agriculture, U.S. Forest Service.

Permits for water easement on USFS lands.

Permits for construction on USFS lands.

Special use permits where the activity would significantly affect the coastal zone.

Department of Commerce, Office of Coastal Zone Management.

Permits within Marine Sanctuaries under 33 U.S.C. 1401-1444.

Department of Defense, Army Corps of Engineers. Permits under Sections 9 and 10 of the Rivers and Harbors Act, authorizing the construction of bridges, causeways, dams and dikes, and obstruction of navigable waters.

Permits under Section 4(F) of the Outer Continental Shelf Lands Act and amendment, authorizing artificial islands or fixed structures on the outer continental shelf.

Permits under Section 404 of the Federal Water Pollution Control Act, authorizing discharges of dredge or fill material into navigable waters (also subject to state certificate of reasonable assurance).

Department of Energy, Federal Energy Regulatory Commission. Licenses for the construction and operation of nonfederal hydroelectric power developments and associated transmission lines under Sections 4(e) and 15 of the Federal Power Act (16 U.S.C. 787(e) and 808).

Orders for interconnection of electric transmission facilities.

Certificates of public convenience and necessity required for the construction and operation of natural gas pipeline facilities, including both interstate pipeline and LNG terminal facilities under Section 7(c) of the Natural Gas Act (15 U.S.C. 717(c)).

Permission and approval for the abandonment of natural gas pipeline facilities under Section 7(b) of the Natural Gas Act (15 U.S.C. 717(f)(b)).

Department of the Interior. Permits and licenses for drilling and mining and related facilities on public lands (BLM).

Permits for pipeline rights-of-way on public lands and the outer continental shelf.

Permits and licenses for rights-of-way on public lands.

Permits and licenses required for drilling and mining on OCS lands (USGS).

Department of Transportation, U.S. Coast Guard. Permits for construction or modification of bridge structures and causeways across navigable waters.

Permits for siting, construction and operation of deepwater ports.

Environmental Protection Agency. Permits required under Section 402 of the 1972 Federal Water Pollution Control Act as amended, authorizing discharge of pollutants into navigable waters (also subject to state certification of reasonable assurance).

Permits required under Section 405 of the 1972 Federal Water Pollution Control Act amended, authorizing disposal of sewage sludge.

Permits for new sources or for modification of existing sources and waivers of compliance allowing extensions of time to meet air quality standards under Section 112(c)(1) of the 1972 Clean Air Act.

Exemptions granted under the Clean Air Act for stationary sources.

Nuclear Regulatory Commission. Permits and licenses for the siting, construction and operation of nuclear facilities.

Federal Assistance Programs. Certain federal financial assistance programs could also directly affect the coastal area and, moreover, enable Wrangell to finance ports, water supply projects, sewer systems and other projects through which Wrangell could implement the coastal management program. As for licenses and permits, applications for federal assistance are subject to consistency review only if the federal agency from which they would be obtained decides that the activities financed by the requested assistance would directly affect the coastal area.

Federal financial assistance programs that might directly affect the state's coastal area are not listed because of massive program changes now taking place, but the departments that administer the pertinent programs are listed below.

- Department of Agriculture
- Department of Commerce
- Department of Health, Education and Welfare
- Department of Housing and Urban Development
- Department of the Interior
- Department of Transportation
- Environmental Protection Agency
- Veterans Administration
- Water Resources Council

CITY CODE RECOMMENDATIONS

TITLE 20 - ZONING

The following section outlines the recommendations for specific amendments to Title 20, "Zoning," for the City of Wrangell Code. These amendments are necessary to enact many of the provisions of the comprehensive plan/coastal management program. The recommendations are based on the community surveys, consultant's observations and needs expressed by the Planning Commission, City Council and advisory groups during the course of this study.

The following chapters replace Chapters 20.16 through 20.60. All other chapters retain the existing chapter numbers and headings.

20.16	SFR	Single-Family Residential
20.20	MF	Multi-Family Residential
20.24	OT	Old Town
20.28	RR	Rural Residential
20.32	OS/P	Open Space/Public
20.36	H	Holding
20.40	TM	Timber Management
20.44	C	Commercial
20.48	I	Industrial
20.50	WD	Waterfront Development District
20.52		Standards
20.54		Temporary Use Permits
20.56		Review Processes Requirements and Procedures
20.58		Site Plan Submission Requirements
20.60		Master Planning

Replace Section 20.12.010, subsection A, with:

The City of Wrangell is divided into the following districts:

20.16	SF	Single-Family Residential
20.20	MF	Multi-Family Residential
20.24	OT	Old Town
20.28	RR	Rural Residential
20.32	OS/P	Open Space/Public
20.36	H	Holding
20.40	TM	Timber Management
20.44	C	Commercial
20.48	I	Industrial
20.50	WD	Waterfront Development District

20.16 Single-Family Residential

1. Purpose. This district provides for medium density residential use in areas served by good access and major utilities sewer, water, electricity), or where utilities and access may be extended in the near future. This district also serves to help maintain the character and integrity of existing medium density residential neighborhoods.
2. Standards.
 - I. air, land and water quality
 - III. building height
 - IV. density
 - V. setbacks
 - VIII. hazards
 - IX. drainage
 - X. dredge and fill
 - XI. home occupations
 - XII. mobile homes
 - XIII. off-street parking
3. Principal Uses Permitted.
 - a. one family and two family dwellings; and
 - b. public parks and playgrounds.

4. Accessory Uses Permitted. The following are permitted accessory uses in this district, provided that they will not create a nuisance or hazard:
 - a. private garages, storage sheds, and off-street parking
 - b. greenhouses and toolsheds;
 - c. home occupations;
 - d. private docks, moorage, boathouses and net houses; and
 - e. uses and structures which are customarily accessory and clearly subordinate to permitted uses.
5. Conditional Uses. The following are uses which may be permitted by action of the planning commission under the conditions and procedure specified in Chapter 20.68.
 - a. public and private elementary and secondary schools and colleges;
 - b. nursery schools, private kindergartens and child care centers;
 - c. public buildings and structures;
 - d. hospitals, sanitariums, senior citizen housing, convalescent homes;
 - e. churches and cemeteries;
 - f. radio and television transmitters or towers;
 - g. mobile homes/mobile home parks; and
 - h. residential planned unit developments.

20.20 Multi-Family Residential (MF)

1. Purpose. The purpose of the multi-family district is to protect and enhance existing medium density residential areas and to provide additional areas suitable for duplexes, apartments, planned unit developments and other relatively high density residential uses. The multi-family district encourages the concentration of residences and people near schools, shopping areas, places of work and other community centers to enable economical utility service, to reduce dependence upon the automobile and to provide convenient proximity to destination points.
2. Standards.
 - I. air, land and water quality
 - III. building height
 - IV. density
 - V. setbacks
 - VIII. hazards
 - X. drainage
 - XI. dredge and fill
 - XII. home occupations
 - XIII. mobile homes
 - XIV. offstreet parking
3. Principal Uses Permitted.
 - a. apartments
 - b. condominiums
 - c. townhouses
 - d. duplexes
 - e. single-family residences

- f. residential planned unit developments
- g. parks and playgrounds
- h. schools
- i. churches
- 4. Accessory Uses Permitted. Uses and structures which are clearly incidental and subordinate to principal permitted uses and which will not create a nuisance or hazard are permitted as accessory uses.
- 5. Conditional Uses. The following are uses which may be permitted by action of the planning commission under the conditions and procedures specified in Chapter 20.68.
 - a. office buildings;
 - b. governmental and civic buildings;
 - c. churches;
 - d. institutions;
 - e. mobile home parks;
 - f. private clubs, lodges and halls except those whose chief activity is customarily carried on as business;
 - g. multi-unit housing projects for senior citizens;
 - h. boardinghouses and roominghouses;
 - i. nursery schools, private kindergartens and child care centers for preelementary school children; and
 - j. vocational training centers.

20.24 Old Town

- 1. Purpose. The purpose of this district is to maintain the character of this older portion of the city, protect the integrity of the neighborhood and allow for reasonable development on existing small, irregular lots. This district also provides for compatible commercial development in character with existing development (preferably in existing structures). New development shall maintain the character of the district through the use of aesthetically compatible architecture, building materials (e.g., wood) and scale of development. A rendering of the proposed building will be required, along with a list of the materials to be used for the exterior of the structure. The planning commission will make a decision as to the appropriateness of the proposal. If the proposal is determined to be inappropriate, it will be placed before the planning commission for their denial or approval with stipulations, mitigating measures or conditions to make it acceptable.
- 2. Standards.
 - I. air, water and land quality
 - III. building height
 - IV. density
 - V. setbacks
 - IX. drainage
 - XI. home occupations
 - XIII. off-street parking
 - XV. signs

- XVI. redevelopment
- XVII. traffic generation
- 3. Principal Uses Permitted.
 - a. one or two family dwellings
 - b. public parks and playgrounds
- 4. Accessory Uses Permitted. The following are permitted accessory uses in this district, provided that they do not create a nuisance or hazard:
 - a. greenhouses and toolsheds
 - b. uses and structures which are customarily accessory and clearly subordinate to permitted uses
- 5. Conditional Uses. The following uses may be permitted by action of the planning commission under the conditions and procedures specified in Chapter 20.68. These uses will only be permitted within the boundary of Second Street (Church Street), Stikine Avenue, Fort Street and Evergreen Avenue. In order to maintain the character of this area and recognizing the lack of space that could be made available for parking, pedestrian use is encouraged and offstreet parking is not required.
 - a. gift shops
 - b. restaurants
 - c. tourist-oriented shops
 - d. service businesses and offices
 - e. antique shops
 - f. professional offices
 - g. development on lots less than five thousand square feet

20.28 Rural Residential (R)

- 1. Purpose. This district provides for relatively low impact land and water uses and activities in areas that are not suitable or desirable for intensive development due to their distance from established utility service areas, existing large lot development, or because of existing rural lifestyles. These areas shall be protected from inappropriate, high intensity or incompatible development in order to maintain their character and avoid the high public costs associated with utility service for outlying or scattered development. Within the rural residential district, low density uses, compatible with the character of the district are encouraged provided they will not require public sewers, water systems or high volume traffic arterials.
- 2. Standards.
 - I. air, land and water quality
 - III. building height
 - IV. density
 - V. setbacks
 - VI. shoreline dependency
 - VII. piers, docks, etc.
 - VIII. hazards
 - IX. drainage
 - X. dredge and fill

- XI. home occupations
- XII. mobile homes
- XIII. off-street parking
- 3. Principal Uses Permitted.
 - a. one and two family dwellings
 - b. public parks and playgrounds
- 4. Accessory Uses Permitted. The following are permitted accessory uses in this district provided they do not create a nuisance or hazard:
 - a. private garages;
 - b. greenhouses and toolsheds;
 - c. private docks, moorage, boathouses and net houses; and
 - d. uses and structures which are customarily accessory and clearly subordinate to permitted uses.
- 5. Conditional Uses. The following are uses which may be permitted by action of the planning commission under the conditions and procedure specified in Chapter 20.68.
 - a. home occupations;
 - b. public and private elementary and secondary schools and colleges;
 - c. nursery schools, private kindergartens and child care centers;
 - d. public buildings and structures;
 - e. hospitals, sanitariums, nursing homes, convalescent homes;
 - f. churches and cemeteries;
 - g. radio and television transmitters and towers;
 - h. mobile homes parks;
 - i. neighborhood-oriented commercial development (e.g. neighborhood grocery);
 - j. quarrying, material extraction and processing;
 - k. portable saw mills;
 - l. energy related facilities;
 - m. raising livestock for personal use;
 - n. fisheries enhancement/aquaculture; and
 - o. recreational vehicle park

20.32 Open Space/Public (OS)

- 1. Purpose. This district includes areas containing public facilities, existing and potential public recreational sites, areas subject to natural hazards, public watersheds and areas of critical wildlife habitat. The purpose of this district is to protect public safety, health and welfare, and to maintain the integrity of significant cultural, natural and recreational resources and provide for public uses consistent with the policies of the coastal management program.
- 2. Standards.
 - I. air, land and water quality
 - II. airport interference
 - III. building height
 - V. setbacks
 - VI. shoreline dependency

- VII. piers, docks, etc.
- VIII. hazards
- IX. drainage
- X. dredge and fill
- XIII. off-street parking
- XVIII. RV park
- 3. Conditional Uses. The following conditional uses are allowed in this district by action of the planning commission in accordance with Chapter 20.68, provided that the proposed use does not conflict with or degrade existing or designated recreational use areas, historic and cultural sites or critical wildlife habitats.
 - a. quarries, mineral extraction and processing;
 - b. airport related businesses, restaurants and support services;
 - c. aviation related repair services;
 - d. aircraft hangars;
 - e. commercial airline terminals;
 - f. air freight storage facilities;
 - g. hospital and medical service facilities;
 - h. schools;
 - i. docks, piers, seawalls and shoreline protection devices;
 - j. recreation facilities and sites;
 - k. recreation vehicle park;
 - l. uses clearly accessory to the above uses; and
 - m. warehouses.

20.36 Holding (H) (Future Development District)

- 1. Purpose. The intent of this district is to maintain future development options by setting aside large areas (in excess of short-term needs), unencumbered by piecemeal development, for possible future use. By preventing premature development at densities that underutilize the land, relatively large parcels can be retained for major development projects (e.g., industrial use) when and if the need arises. Areas may be withdrawn from the holding district to meet a need that is consistent with the intent of this district or to provide for a use that cannot be accommodated elsewhere. The planning commission may recommend areas for withdrawal by the city council. Such withdrawals shall recognize long-term land use needs over immediate concerns.
- 2. Standards.
 - I. air, land and water quality
 - II. airport interference prohibition
 - IX. drainage
 - X. dredge and fill
- 3. Conditional Uses Permitted. The following uses may be permitted by action of the planning commission in accordance with Chapter 20.68.
 - a. sand and gravel extraction and processing;
 - b. low impact recreation (no major facilities required); and
 - c. temporary uses such as portable saw mills;

- d. no building permits for, or subdivision of, property in the holding district will be approved until the property is redistricted to meet a substantial community land use need, to reflect then existing surrounding development trends, the availability of public services, facilities and planned capital improvements;
- e. temporary uses.

20.40 Timber Management (TM)

1. Purpose. The purpose of this multiple use district is to provide for the management and harvest of timber, extraction of minerals, use and enjoyment of natural resources, and recreation, while allowing for the development of compatible remote, low density cabin sites. Watersheds and critical wildlife habitats in this district will be protected to the greatest extent possible. Development in this district must be consistent with the remote, rural atmosphere of the area. Public services, utilities and facilities other than garbage collection will be minimal. Activities and development normally associated with resource management, harvest or extraction are allowed where they do not unduly degrade or destroy other resources such as public watersheds or critical wildlife habitat. Residential development is limited to low impact, large parcel cabin sites that will minimize public service and access costs, resource management impacts and conflicts associated with higher density residential development.
2. Standards.
 - I. air, land and water quality
 - III. building height
 - IV. density
 - V. setbacks
 - VI. shoreline dependency
 - VII. piers, docks, etc.
 - VIII. hazards
 - IX. drainage
 - X. dredge and fill
 - XVIII. RV park
3. Principal Uses Permitted.
 - a. timber harvest;
 - b. parks and recreation sites; and
 - c. cabins.
4. Accessory Uses Permitted. Uses and structures which are clearly incidental and subordinate to principal uses permitted and which will not create a nuisance, conflict with other permitted uses, or hazard are permitted.
5. Conditional Uses. The following uses may be authorized by the planning commission in accordance with Chapter 20.68.
 - a. storage (inside or screened)
 - b. mineral extraction (including quarries) and processing

- c. temporary dwellings and facilities associated with permitted or other conditional uses
- d. commercial hunting and fishing camps and lodges
- e. private roads
- f. public utility uses (i.e., powerline or other energy related facilities)
- g. aquaculture and fisheries enhancement
- h. recreational vehicle park.

20.44 Commercial (C)

1. Purpose. The commercial district is intended to provide for the continued use and expansion of Wrangell's commercial center. Uses are regulated to concentrate commercial development and to prevent any uses which would have an adverse effect upon nearby properties or needlessly compete for designated commercial space.
2. Standards.
 - I. air, land, water
 - III. height
 - V. setbacks
 - VI. shoreline dependency
 - VII. piers, docks, etc.
 - XIII. offstreet parking
 - XIV. buffers
 - XV. signs
 - XVI. redevelopment
3. Principal Uses Permitted.
 - a. retail and wholesale businesses;
 - b. business and professional offices;
 - c. banks;
 - d. barber shops and beauty shops; laundries and other consumer services;
 - e. restaurants, cafes and bars;
 - f. theaters and assembly halls;
 - g. clubs, lodges, fraternal organizations and union halls;
 - h. hotels and motels;
 - i. governmental and civic buildings; and
 - j. second story residential use.
4. Accessory Uses Permitted. Uses and structures which are clearly incidental and subordinate to principal uses permitted and which will not create a nuisance or hazard are permitted in this district as accessory uses.

20.48 Industrial (I)

1. Purpose. The purpose of this district is to provide areas for a broad range of nonwater dependent or related industrial uses. Development requirements are intended to provide for a safe and sightly environment, minimize potential conflicts with adjoining uses, and to allow adequate space for parking, storage and expansion.

2. Standards.
 - I. air, land and water
 - II. airport interference prohibition
 - III. height
 - V. setbacks
 - IX. drainage
 - X. dredge and fill
 - XIII. off-street parking
 - XIV. buffers
 - XV. signs
3. Principal Uses Permitted.
 - a. transportation and transshipment facilities
 - b. warehouses and outside storage areas
 - c. lumber mills and log storage
 - d. manufacturing, fabricating and assembling
 - e. automobile repair shops
 - f. dwelling for watchperson, caretaker or owner-operator of a plant within the industrial district
 - g. sand, gravel and rock extraction and processing
 - h. public utility uses
4. Accessory Uses Permitted. Uses and structures which are clearly incidental and subordinate to permitted uses and which will not create a nuisance or hazard are permitted as accessory uses in this district.
5. Conditional Uses. Other compatible uses which are consistent with the intent of this district, as determined by the planning commission, may be allowed with appropriate conditions in accordance with Chapter 20.68, if it would serve the community's best interests.

20.50 Waterfront Development District (WD)

1. Purpose. The purpose of the waterfront development district is to provide specifically for water-dependent and water-related uses and activities which by nature of their operation, require access to the water to carry out their function, or realize cost savings or other benefits which could not be obtained from an inland location. Some other uses and activities which are neither water-dependent nor water-related may be allowed as conditional uses, provided that there is no feasible and prudent inland alternative to meet the community need.
2. Standards.
 - I. air, land and water quality
 - III. building height
 - V. setbacks
 - VI. shoreline dependency
 - VII. piers, docks, etc.
 - VIII. hazards
 - IX. drainage
 - X. dredge and fill
 - XIII. off-street parking

XIV. buffers

XV. signs

3. Principal Uses Permitted.

- a. piers, wharfs and docks;
- b. transportation and transshipment facilities;
- c. marinas and small boat harbors;
- d. any water-related manufacturing, processing, fabricating, assembling, research, wholesale or storage uses;
- e. facilities for construction, maintenance, repair and storage of vessels;
- f. public parks and playgrounds;
- g. boat sales, service, and supply establishments;
- h. fish and seafood processing plants;
- i. bait shop;
- j. charter boat office;
- k. marine warehouse, freight storage and freight equipment operations center;
- l. facilities for loading and unloading ships or barges, including cranes and ramps.
- m. water dependent or related wholesale and retail commercial establishments dealing primarily in bulk materials delivered by ship;
- n. harbormaster office;
- o. timber processing facilities, provided such facilities rely primarily upon water transportation for obtaining and exporting timber and timber products;
- p. temporary dwelling for caretaker or watchman employed on the premises;
- q. boat launching facilities; and

4. Accessory Uses Permitted. Uses and structures which are clearly incidental and subordinate to permitted principal uses and which will not create a nuisance or hazard are permitted as accessory uses in this district subject to shoreline setback requirements and other applicable standards

5. Conditional Uses. The following water-related uses and their accessory uses are permitted when authorized by the planning commission in accordance with Chapter 20.68. Other uses may be allowed on a conditional basis if there is no suitable upland alternative for a nonwater-related or dependent conditional use.

- a. retail and wholesale businesses;
- b. business offices;
- c. cold storage plants;
- d. laundries and consumer services;
- e. government and civic buildings;
- f. clubs, lodges, fraternal organizations
- g. single-family residences
- h. energy related facilities
- i. multi-family structures, dormitories, rooming houses and boarding houses
- j. hotels and motels
- k. theatres and assembly halls

20.52 Standards

The standards outlined in this section are applicable in a variety of circumstances, depending on the type and location of development undertaken. Within each of the land use districts, standards are listed as a reference to which standards are applicable in a majority of the developments within that district. The following chart gives a quick cross-reference as to which standards apply within the districts. Depending, however, on the type of development proposed, other standards within this section may be applicable as determined by the planning commission. Anyone not in compliance with the intent of these standards would be in violation of this code. Furthermore, it is intended that an applicant for a permit demonstrate how he intends to comply with the applicable standards through the site plan review process. Standards in this section include:

- I. Air, land and water quality
- II. Airport interference prohibitions
- III. Building height
- IV. Minimum lot size
- V. Setbacks
- VI. Shoreline dependency
- VII. Piers, docks, shoreline protection and other shoreline construction
- VIII. Hazard areas
- IX. Drainage
- X. Dredge and fill
- XI. Home occupation
- XII. Mobile homes and mobile home parks/subdivisions
- XIII. Off-street parking and loading
- XIV. Buffers
- XV. Redevelopment
- XVI. Traffic generation
- XVII. Recreation vehicle park

I. Air, Water and Land Quality

1. No smoke, heat, odor, fumes, dust, glare, vibration or water pollution shall be detectable beyond the property line of the proposed use, except for occasional maintenance or for normal emissions such as from wood burning stoves or fireplaces.
2. Variances from the above standards shall be granted only with the demonstration that: (1) the discharge would be within current state and federal standards; (2) there is a demonstrated hardship or public need which the variance would satisfy; and (3) adjacent properties would not be adversely affected.

Petroleum Products Storage.

1. No highly flammable or explosive liquids, solids or gases shall be stored in bulk above ground, except tanks or drums of fuel connected directly with energy devices or heating appliances located and operated on the same lot as the tanks or

drums of fuel. This shall only pertain to uses in the single-family (SF), multi-family (MF) and rural residential (RR) districts.

2. No materials or wastes shall be deposited upon a lot in such a form or manner that they may be transported off the lot by natural causes or forces, nor shall any substance be allowed to enter any stream or watercourse which can contaminate a stream or watercourse or otherwise render such stream or watercourse undesirable as a source of water supply or recreation, or which will destroy aquatic life.

Noise. When nonresidential land uses are adjacent to residential land uses, noise shall be held to a minimum. Where needed and possible, on-site noise barriers and buffers shall be installed to reduce encroachment of high levels of noise into residential areas. Noise barrier and buffer design should be in conformance with the visual characteristics of the site and immediate area and be approved by the planning commission. The planning commission may also establish setback requirements as necessary to reduce noise levels beyond the lot lines of the parcel where the activities are taking place. At a minimum, a high noise generating activity shall be set back 100 feet from lot lines. This requirement may be lessened by the planning commission if the proposed use would not have a detrimental impact on adjoining property or if such setbacks are physically impossible for a particular lot.

II. Airport Interference Prohibition

Where appropriate, FAA standards for determining whether or not structures are obstructions to air navigation will be used to evaluate projects where applicable. These standards are set forth in "FAA Regulations, Part 77, Objects Affecting Navigable Airspace."

Interference Prohibition. No use shall be made of land or water in such a manner as to create electrical interference with navigational signals or radio communication between airport and aircraft, make it difficult for pilots to distinguish airport lights, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, or otherwise create a hazard which may in any way endanger the safe landing, take-off or maneuvering of aircraft using the airport. The FAA shall make such determinations.

III. Building Height

The height of buildings is regulated to prevent loss of life or excessive property damage through the inability of the city fire equipment to reach upper stories or roofs. Height standards also help to maintain the character of neighborhoods. Therefore, no building shall exceed a height of thirty-five feet, except as provided in the following:

1. Structures shall not exceed twenty-five feet in height in the single-family residential district (SF).
2. Church spires, water towers, or smokestacks are exempt provided they are not used for human occupancy. Cables and antennas and similar accessories are also exempt.
3. Portions of the building, not including storage space, may exceed thirty-five feet in height where all dwelling units and work spaces can be reached and evacuated through windows or balconies within the thirty-five foot limit of city fire-fighting equipment and where roofs can also be reached along fifty percent of the building perimeter. The city fire chief's and planning commission's approval of such plans shall be required.

IV. Density - Minimum Lot Size

Residential. Minimum lot size shall be 5,000 sq. ft. per unit. With planning commission and city council approval irregular lots may be allowed to a minimum of 3,750 sq. ft. per unit in the single-family (SF) district and Old Town (OT) district. The minimum size lot in the rural residential (RR) district is 15,000 square feet per unit. The minimum lot size for the timber management (TM) district is five acres. The minimum density in the multi-family (MF) district is twelve units per acre (an average of 3,630 square feet per unit).

Minimum lot width is as follows:

1. Single-family (SF) - fifty feet
2. Multi-family (MF) - one hundred feet
3. Rural residential (RR) - one hundred feet

There are no density requirements for nonresidential uses.

Lots of Less Than Required Dimensions. (NOTE: Also see Chapter 19.40 - Existing Substandard Lots.)

1. Any lot with an area or a width less than that required in the district in which said lot is located may be used for any purpose permitted in the district, provided that all other regulations prescribed for the district shall be complied with, and further provided that said lot was held under separate ownership at the time of the adoption of this ordinance and the owner thereof owned no adjoining land that could be combined with said lot to meet the dimension requirements.
2. In the event that compliance with the yard and coverage requirements of the district would result in a residential structure of less width than twenty-four feet, the planning commission shall determine and fix yard and coverage requirements for said lot to permit its reasonable utilization for a permitted use.

Minimum Open Area. These requirements specify the percentage of the lot which can be occupied by structure and conversely, the percentage of the lot that must remain in open space.

Maximum Lot Coverage (% of Lot)

Industrial (I) - NA
 Waterfront Development (WD) - NA
 Single-Family Residential (SF) - 35% (65% open space)
 Commercial (C) - NA
 Old Town (OT) - 75% (25% open space), provided minimum setback requirements are met
 Multi-Family Residential (MF) - 50% (50% open space)
 Rural Residential (RR) - 30% (70% open space)
 Timber Management (TM) - NA

V. Setbacks (Yards)

(NOTE: Also see Chapter 20.48 - Yards and 20.53 Lots.)

Purpose. Setbacks are required to ensure sufficient open area, sunlight, privacy, fire separation and visual relief between structures. The following standards are intended to avoid the inflexible standard setbacks and to promote diversity of design while protecting the public welfare.

Without Planning Commission Review. Setbacks from lot lines shall be as follows, except that in a side yard abutting a street, setbacks shall be twenty feet. A minimum setback of 25 feet shall be required from state highway right-of-ways. If tract housing units of the same or similar design are used, a 5 to 10 foot front yard setback differential is encouraged.

	<u>Front Yards</u>	<u>Side Yards</u>	<u>Back Yards</u>
Single-Family (SF)	20	5	20
Multi-Family (MF)	15	15	15
Old Town (OT)	5	5	15
Rural Residential (RR)	25	15	20
Industrial (I)	20	5	--

With Planning Commission Approval. Zero setbacks may be allowed where it is determined that the structure: 1) will not negatively impact adjacent property, existing or future views, road expansion or availability of sunlight on adjacent property; 2) fire regulations are adhered to; and 3) there is a design reason for the request, such as the obtaining of views or solar exposure, irregular lot or retention of trees. The applications shall be submitted ten days before planning commission meetings so that the planning commission representative can advise adjacent property owners by written notice.

Protection of Views and Solar Exposure. Where a proposed structure will eliminate more than fifty percent of an adjacent structure's views or exposure to the sun, as estimated by the building inspector, an offsetting setback may be required by the planning commission.

Distance from Adjacent Buildings. In order to provide adequate fire separation no development of any sort shall be less than ten feet from an adjacent dwelling unit, except where development is proposed between two existing structures, and there would be practical difficulty in adhering to this requirement as determined by the planning commission. In such cases, a fire rated wall shall suffice in lieu of the setback.

Shoreline Setbacks. All structures shall be set back from water bodies sufficiently to avoid possible damage to structures from wave runup flooding as well as to protect shoreline resources from unnecessary degradation. All new or expanded shoreline development which does not require a water edge or water surface location shall be subject to the requirements listed below. The following setbacks are measured from the ordinary high water mark (OHWM) or mean high water (MHW), as appropriate, provided that, on erosional or otherwise geologically unstable bluffs or banks exceeding ten feet in height or on banks sloping at more than thirty percent, any setback shall be measured from bank rim to top of such slope respectively. These setbacks do not apply to shoreline-dependent development that requires an over-water or water-edge location (e.g., seafood processing) or to outdoor decks or patios that do not extend more than twenty-five feet waterward from the dwelling unit. These setbacks apply to primary structures, accessory buildings and parking areas.

The following shoreline setbacks may be altered by the planning commission if site-specific conditions (e.g., topography) make the setback impracticable or a potential hazard requires a larger setback.

<u>Districts</u>	<u>Setbacks</u>
Industrial (I)	NA
Waterfront Development (WD)	25
Commercial (C)	NA
Old Town (OT)	NA
Single-Family Residential (SF)	100
Multi-Family Residential (MF)	100
Rural Residential (RR)	100
Timber Management (TM)	100
Holding (H)	NA

Flood Hazard Protection. All waterfront development shall be constructed such that structures are a minimum of two feet in elevation above the flood elevations identified in the Wrangell Flood Insurance study (Federal Emergency Management Program, 1981). Likewise, all development shall be located at least one foot in elevation above stream floodplains as identified in the same document and accompanying maps available at city hall.

VI. Shoreline Dependency

When considering all development proposals, the city shall give priority in the following order:

- ° Water-dependent uses and activities.
 - ° Water-related uses and activities.
 - ° Uses and activities which are not water-dependent or water-related but for which there are no feasible and prudent inland alternative to meet the public need.
1. Applications for shoreline-dependent development in the Waterfront Development (WD) district must be accompanied by a statement explaining the nature and intensity of the water orientation of the proposed activity, including an indication of the cost savings or benefits from being located on the shore that could not be obtained from an inland location. Upland sites that were considered should be identified.
 2. Where feasible, the cooperative use of dock, parking, cargo handling and storage facilities should be undertaken.
 3. Facilities should be designed to permit viewing of the harbor area from selected viewpoints, as determined by the planning commission, where it would not interfere with operations of the facility.
 4. Facilities to prevent, and if necessary, clean up spills of toxic materials or petroleum shall be available as warranted. Provision shall be made for the disposal of such materials by the owner of the substances.
 5. Toxic materials and petroleum shall not be stored within twenty-five feet of the ordinary high tide (OHT) or within ten feet of an identified floodplain (City of Wrangell Flood Insurance Study, 1981).

VII. Piers, Docks, Shoreline Protection and Other Shoreland Construction

1. No dock, marina, wharf, causeway or permanent floating structure shall preclude normal use of navigable waters.
2. Evidence shall be presented by the applicant that the size of the facility is the minimum necessary to achieve the desired purpose.
3. Developers of shoreline projects involving five or more dwelling units may be required to provide a community dock and/or float for private use, if deemed by the planning commission to be necessary and appropriate in the particular area.

4. Where a single ownership of a dock, boat ramp, wharf or similar structure is proposed, evidence shall be presented by the applicant as to the reasons why a cooperative use facility is impractical. Boat ramps are permitted for individual residences within twenty-five feet of the ordinary high water mark (OHWM) or mean high water (MHW) where the shoreline slope does not exceed twenty-five percent and/or where substantial cutting, grading, filling or shoreline protection measures are not necessary.

Float Planes. Private moorage for float planes may be permitted as a conditional use, consistent with program standards regarding docks.

Shoreline Protection Measures.

1. A proposed shoreline protection measure:
 - a. shall not unreasonably interfere with existing recreational and navigational uses, nor unreasonably alter scenic and aesthetic qualities as determined by the planning commission;
 - b. shall not unreasonably interfere with or harm the natural environs of any stream or tidal water area nor substantially harm any fish or wildlife habitat; and
 - c. shall not cause unreasonable soil erosion nor lower the quality of any waters. Evidence must be provided by the applicant that a proposed shoreline protection measure will not adversely impact adjacent, or nearby property through increased erosion, shoaling, flooding or similar adverse impact.
2. Shoreline protection measures are permitted only when evidence is presented that one of the following conditions exist:
 - a. serious erosion is threatening an established use on the subject property; and
 - b. a demonstrated need in connection with a water-dependent or water-related commercial or industrial use is evident.
3. Construction of shoreline protection measures shall be carried out at a time that will minimize the impact on aquatic life.
4. Significant natural spawning, rearing or residency areas for aquatic life shall be given special consideration in reviewing shoreline protection actions.
5. Except in conjunction with an approved water-dependent or water-related commercial or industrial use, new shoreline protection structures shall not be permitted seaward of the line of nonaquatic vegetation, or where such a line cannot be determined, seaward of mean high water (MHW).
6. Shoreline protection measures shall maintain existing public access.

7. Shoreline protection measures shall be designed to minimize their impact on the aesthetic qualities of the shoreline and natural shoreline processes (such as littoral drift (the movement of sand along the shoreline that maintains beaches)).
8. Where rip-rap is being proposed, the applicant shall provide justification for use of a slope steeper than two feet horizontal to one foot vertical (fifty percent) as well as provide evidence that the rock to be used will be effective.

Access. New residential developments creating five parcels or more on the shoreline shall provide public access to publicly owned shoreline areas appropriate to the site, general nature and size of the development. A public access easement shall also be provided which extends the length of the shoreline. Such areas shall be of a minimum width of twenty-five feet measured landward from the ordinary high water mark (OHWM) or the mean high water (MHW), whichever is appropriate. Topographic constraints or alternative access routes may allow the planning commission to lessen or forego this requirement by waiver.

The city shall establish a public access corridor, where appropriate and practical, along publicly owned shoreline and shall encourage establishment of such a corridor on private lands. Trail links between shoreline parks and public access points shall be encouraged for walking, horseback or bicycle riding and other nonmotorized vehicle access.

Views and Aesthetics. Recreational and access developments shall, where appropriate, preserve or enhance scenic views and vistas as well as improve the aesthetic value of the area. Large structures that would block visual access to the shoreline from upland areas shall be sited to minimize this problem.

VIII. Hazard Areas

Steep Slopes. In areas of steep slopes over eight percent, the following standards shall apply:

- ° 8-15% - These gentle slopes are generally not slide prone, however, steep areas upslope may pose a hazard; no more than sixty percent of such areas shall be developed and/or regraded or stripped of vegetation. The planning commission may require additional information (e.g., geotechnical study at the owner's expense) concerning risk factors and ways to mitigate surficial constraints if it is evident that a hazard may exist.
- ° 15-25% - These slopes have a moderate potential for landslides; no more than twenty-five percent of such areas shall be developed and/or regraded or stripped of vegetation. Geotechnical site investigation (at the owner's

expense) shall be required prior to construction or excavation on such slopes or within fifty feet of the base of such slopes.

- ° 25% or more - These slopes have a high potential for landslides. No development shall occur on such slopes or within one hundred feet of the base of such slopes without a geotechnical site investigation (at the owner's expense) by a licensed professional engineer and approval by the planning commission.

Flood Hazards. Approval of any development shall be subject to the adopted standards of the Federal Flood Insurance Program for Wrangell and adopted city flood plain ordinances.

IX. Drainage

Drainageways. Use of natural, undisturbed drainage is required where feasible. Existing surface drainage channels on the site shall be determined. No more than fifty percent of such areas shall be developed. The remaining fifty percent shall remain as permanent open space. Regrading, stripping of vegetation or filling is permitted in these areas, provided that:

1. The time of concentration of stormwater flows remains unchanged or is lengthened.
2. The resultant new drainageway has less velocity than pre-existed or reduces erosion through the provision of erosion control measures.

Stormwater Runoff. Each new development (e.g., structural, site preparation) shall provide for the on-site or off-site detention of excess runoff resulting from that development to prevent such runoff from adversely affecting neighboring parcels. For the purpose of this section, excess runoff shall include all increases in runoff resulting from: 1) an increase in the impervious surface of the site, including all additions of buildings, roads and parking lots; 2) changes in soil absorption caused by compaction during development; 3) modifications in contours, including the filling or draining of small depressional areas; and 4) alteration of drainageways or wastewater from domestic uses.

X. Dredge and Fill

Landfill. Filling of water bodies, floodways or natural wetlands for expansion of the upland area is prohibited for residential development unless no feasible alternative is available.

Earth-Moving Not Requiring City Approval. The following earth-moving activity shall be allowed without city approval.

1. The removal or filling of less than ten cubic yards of material from or onto any lot in any one year.
2. The removal or filling of material incidental to construction, alteration or repair of a building or in the grading and landscaping incidental thereto.
3. The removal, filling or transfer of material incidental to construction, alteration or repair of a public or private access road or street or essential services.

Earth-Moving Requiring City Approval. All other earthmoving, processing and storage shall require conditional use approval by the planning commission. Application for approval from the planning commission for excavation, processing and storage of soil, rock and other mineral deposits shall be accompanied by a plan which shall show the following information. The planning commission may alter these requirements if they determine that certain aspects are unnecessary for a certain situation or that they would place an excessive burden on the applicant.

1. The name and current address of the owner of the property involved;
2. The location and boundaries of the lot or lots for which the permit is requested;
3. The existing contours of the land within and extending beyond the above boundaries for two hundred feet at intervals preferably not exceeding five feet;
4. The contours as proposed following completion of the operation at intervals not to exceed five feet;
5. The location of all proposed access roads and temporary structures;
6. The proposed provisions for drainage and erosion control; and
7. Other information necessary to indicate the physical characteristics of the proposed operation.

The planning commission will evaluate this plan with regard to its compliance with the following standards. The plan must contain sufficient information to demonstrate compliance with these standards.

1. Diversions, silting basins, terraces and other methods to trap sediment shall be used.
2. Leaching of disposal runoff into waterway must be controlled and all disposal runoff water must enter waterways through an outfall approved by the Department of Ecology.

3. The timing of disposal activities (e.g., dredge spoils) should be coordinated with the Department of Environmental Conservation and the Department of Fish and Game to ensure adequate protection of biologically productive activities such as fish runs and spawning.

The planning commission may impose additional reasonable requirements to safeguard the neighborhood and the city which may include those relating to:

1. method of removal or processing;
2. hours of operation;
3. type and location of temporary structures;
4. routes for transporting material;
5. area and depth of excavations;
6. provision of temporary or permanent drainage; and
7. cleaning, repair and/or resurfacing of streets used in removal activity which have been adversely affected by said activity.

Landfill. The extent and type of fill shall be appropriate to the use intended. The applicant shall specify the type and amount of fill to be used. Fill seaward of the line of nonaquatic vegetation, or the line of mean high water, (where such a line cannot be determined) shall be permitted only in conjunction with an approved water-dependent use for which there is a demonstrated public need and where no feasible up-land sites exist. Such fills shall be permitted only after it is established that impacts on navigation and productive estuarine habitat will be minimized.

XI. Home Occupation

"Home occupation" means a profession or use conducted entirely within a dwelling or premises by the residents with no other employees. Such use must be clearly incidental and secondary to the home for dwelling purposes, and there shall be no change in the outside appearance of the building or premises or other visible evidence of the conduct of such home occupation other than a permitted sign. Such use shall not manifest any characteristics which are essentially different than the use of the building for permitted purposes, such as increased traffic volumes, noise, vibration, glare, fumes, odors, or electrical interferences which create visual or audible interference in any radio or television receivers off the premises or cause fluctuations in line voltages off the premises. Home occupations are allowed in order to promote a local economic base consistent with the character of the city and the lifestyle of the people. Allowable uses include crafts, small scale services and other activities which have little impact on the neighborhoods in terms of traffic generation, noise, appearance, operating hours or other factors. Activities may be allowed by the planning commission on a limited conditional use basis. Home occupations are intended as family business of a nonretail nature and shall not include the following or similar businesses or services, with the exception of the rural residential (RR) district: animal hospital, barber shops and beauty parlors, commercial kennels, funeral parlors, auto repair shops,

restaurants, junk yards and flea markets. Light retail services may be permitted as a home occupation in the rural residential (RR) district with one nonfamily employee provided the use is authorized by the planning commission and all other standards of this section are met.

Standards. Standards of the district in which the use occurs shall apply to home occupations. In addition, the following specific standards shall apply:

1. Signs shall be no larger than one square foot and shall not be more than four feet from ground level.
2. The use shall be carried out completely in the dwelling or in an enclosed structure.
3. The facilities shall be architecturally and aesthetically compatible with the surrounding residential area and the other structures on the site.
4. Recreation vehicle or trailer parks, amusement or gaming operations are not to be allowed as a home occupation.
5. Home occupations shall only be open to the public between the hours of 7:00 a.m. and 6:00 p.m.
6. Storage associated with the home occupation will be enclosed in an acceptable structure.
7. Those proposed home occupations that could generate excessive traffic or create a nuisance, as determined by the planning commission, may be denied.
8. Home occupations shall not include junk yards and flea markets or any similar occupation which utilizes storage or operation outside an enclosed area.
9. One off-street parking space is required in addition to spaces otherwise required. Additional spaces may be required by the planning commission as warranted.

Complaint Procedure. The planning commission shall review home occupations upon receipt of three complaints from three separate households affected by the home occupation or any a complaint from the zoning administrator or member of the commission. The city clerk shall schedule a public hearing to review the complaints.

Action by the Planning Commission. The planning commission shall hear the evidence presented, and may, with adequate findings of fact: 1) approve continuation of the use as it exists; 2) require that it be terminated; and 3) impose mitigating restrictions, such as limiting hours of operation or requiring construction of a fence. Decisions of the planning commission may be appealed to the city council.

XIII. Mobile Homes and Mobile Home Parks/Subdivisions

(Also see buffers.)

1. All mobile homes shall be constructed in conformance with state and federal specifications. No accessory structures shall be attached to trailers.
2. Unless otherwise stated, mobile homes shall conform to the performance standards of single-family dwellings in the applicable district.
3. Mobile home developments, such as mobile home parks, planned unit developments or subdivisions, shall conform to applicable district requirements with respect to density, common open space, street and utility standards and other applicable standards.
4. All mobile home sites shall have provisions for tie-downs to protect the mobile home against wind and storm damage. Mobile homes that will occupy a site for more than 12 months may be required to be set upon a permanent footing. Such foundations shall have strength equal to that provided by a cement or concrete block foundation.

The following standards apply to areas wherein mobile home spaces are provided within a mobile home park or subdivision that is constructed according to minimum standards and guided by a carefully drawn plan of development. The standards, restrictions and procedures required herein are designed to assure that mobile home parks will provide an adequate residential environment.

1. Minimum Lot Requirements
 - a. lot area mobile home - 4,000 sq. ft.
 - b. lot width mobile home - 40 ft.
 - c. lot depth mobile home - 80 ft.
 - d. density per acre mobile home - 6 units

These dimensions are intended to provide flexibility in lot design.
2. Minimum Yard Requirements
 - a. front - 10 ft., excluding trailer tongue
 - b. side - 8 ft.
 - c. rear - 10 ft.
 - d. exterior boundary of park - 25 ft.

All mobile homes must be separated by 30 ft. if not within 300 feet of city fire hydrant.
3. Required Recreational Area. The following amounts of land shall be designated and developed for the residents recreational purposes within each mobile home park site:
 - a. 10 - 50 spaces - two hundred square feet for each mobile home or camper space.

- b. over 50 - one hundred and fifty square feet for each additional mobile home or camper space.
 - c. there shall be at least one improved recreational area in each park, of thirty units or more, not less than seven thousand square feet in area (five thousand square feet for less than thirty units), excluding steep slopes, water surface or periodically flooded or inundated land. Water surface or periodically flooded or inundated land which is usable and maintained for recreation purpose may be used for a maximum of one-fourth of the required recreation area in excess of seven thousand square feet. In addition, each two square feet of water surface or area of periodically flooded or inundated land shall be considered as only one square foot of land for purposes of fulfilling this requirement.
 - d. recreation equipment oriented for use by children shall be required unless evidence can be provided by the developer that children will not occupy the park.
- 4. Required Buffers. A ten foot green area is required adjacent to a public street and shall be attractive and maintained at all times. This required buffer may be included within a required setback.
- 5. Required Internal Street Improvements. All lots or spaces within a mobile home park shall have direct and uninterrupted access restricted to mobile home park streets; such streets shall have direct access to a public right-of-way. Installation of all internal streets, easements and other improvements to the mobile home park development shall be in conformance with the following:
 - a. dedication of streets and easements within the boundaries of a mobile home park are not required
 - b. mobile park streets shall have a minimum of two feet of gravel for all street improvements
 - c. streets in mobile home parks shall be constructed to meet the following standards:
 - 1. streets - twenty-four feet of right-of-way and twenty feet of drivable road surface
 - 2. dead end streets - limited to five hundred feet in length and shall provide a terminal with a right-of-way diameter of not less than seventy feet and surface diameter of not less than sixty feet
- 6. Accessory Uses Permitted. The following accessory uses are permitted: administration buildings, customary laundry and service buildings, community center, recreation facilities and detached storage structure. Storage sheds are not permitted to be attached to a mobile home.
- 7. Required Lot Frontage. Each mobile home park lot must have a minimum of fifteen feet of frontage on a mobile home park street or on a common off-street parking facility or access aisle thereto.

8. **Site Plan.** A building permit for a mobile home/recreational vehicle (RV) park shall be issued only after review and approval of a site plan by the planning commission. To aid in the planning commission's recommendation, a scaled and dimensioned site plan and topographic map of the development shall be prepared and submitted according to the provisions of Section 20.58. The site plan shall show, but shall not be limited to:
 - a. proposed standards for development, including restrictions of the use of the property, density standards and park regulations
 - b. location of buildings and mobile homes in relation to property and lot lines
 - c. location of off-street parking spaces and bays, internal circulation ways and ingress and egress points for the site
 - d. public and semi-public open spaces, community facilities and landscaped areas, fences, patio and service areas (including garbage disposal and snow removal areas), driveways and walkways, as well as provision for maintenance of all common areas
 - e. plans for the provision of utilities, including water, sewer and drainage facilities and also including any provision for connection with public utilities
 - f. provision of buffers between park and adjoining property
 - g. After review of the plan, the planning commission may require the applicant to modify the proposal and resubmit it for further review in order to comply with the intent of the district and the provisions of the standards.

XIII. Off-Street Parking and Loading

Necessary parking areas of sufficient size shall, wherever feasible, be placed away from the shoreline, buffered and constructed so as to minimize erosion and water pollution by controlling storm runoff. Structural measures such as catch basins, filtration trenches and unpaved, permeable all-weather surfaces shall be considered for this purpose.

Compliance with Provisions Required.

1. In all districts there shall be provided at the time of the construction of any main commercial or industrial building or at the time of the alteration, enlargement or any change in use of any main building, permanently maintained off-street parking facilities for the use of occupants, employees or patrons of such building. It shall be the joint and several responsibility of the owner and/or occupant of any main building or structure to provide, and thereafter maintain, minimum free off-street parking facilities as required under this chapter.
2. No existing parking area and no parking area provided for the purpose of complying with the provisions of this title shall

be relinquished or reduced in any manner below the requirements established in this chapter.

Site Plan Approval Required Prior to Issuance of Certificate or Permit. A site plan showing all parking and loading areas shall accompany all applications for building permits. Said plan shall show dimensions of spaces, curb cuts and other information necessary to determine compliance with the provisions of this chapter. The zoning administrator shall approve or reject the site plan on the basis of compliance with the requirements of this chapter. No certificate of compliance or building permit shall be issued unless the parking site plan is approved.

Joint Parking Areas. Where there is more than one use in a single structure or on a site (e.g., attorney and retail store) or two or more separate instances of the same use, off-street parking requirements shall be the sum of the requirements for the various uses; provided, however, that where two or more uses provide a single joint parking area, and their total required spaces totals twenty or more, the minimum requirement will be seventy-five percent of the sum of the requirements for the various uses computed separately.

Location. Any parking space provided pursuant to this chapter shall be on the same lot with the main use it serves or on an adjoining lot except that the commission by a conditional use permit as specified in Chapter 20.68 may allow parking spaces to be on any lot within five hundred feet of the use if it determines that it is impractical to provide parking on the same lot.

Design Standards.

1. Each parking space shall contain not less than one hundred sixty square feet in area exclusive of access and circulation aisles.
2. All parking lots shall be provided with a durable, well-drained and dust-free surface.
3. Any lighting of parking lots shall be arranged to reflect away from public rights-of-way and from any adjoining residential areas.
4. Curb cuts shall be located so as to avoid traffic hazards and shall be approved by the zoning administrator.
5. Curb cuts shall be no more than twenty-five feet wide and no less than twelve feet wide.

Interpretation of Space Requirements.

1. If a use is not specifically mentioned in this chapter, the zoning administrator shall determine the most similar use which is specifically mentioned and apply parking requirements accordingly.

2. When a parking requirement is stated in terms of employees, it means the maximum number of employees who will be at the site at one time either on a single shift or an overlap of shifts.
3. In figuring the total parking requirement for a use, any fraction of one-half or more shall require one more space.

Parking Agreement. The planning commission shall use these parking standards as guidelines, and may require fewer total space where one or more of the following situations apply:

1. Public parking is available within 500 feet which is capable of accommodating some of the demand generated by the land use.
2. Two or more uses share the same parking in such a way that the hours or days of peak usage are so different that a lower total number will provide for all uses adequately.
3. The clientele of the use is such that a reduced number of spaces is appropriate, such as a neighborhood grocery, a business likely to be frequented by pedestrians, and so forth.

The applicant and planning commission may agree to a reduced number of parking spaces below the number required, with the agreement and condition that if more spaces are required in the future because of miscalculation, unanticipated growth, or other error, those spaces and associated maneuvering area shall be provided by the applicant.

Off-Street Parking. Off-street parking spaces shall be provided in the following proportions:

<u>Use</u>	<u>Number of Spaces</u>	<u>Per Unit as Follows:</u>
Residential dwelling (single or multi-family)	1	Dwelling unit
Hotel/Motel	.5	Rental unit
High Volume Retail Business and Professional Offices	1	200 sq. ft. of gross floor area
Lodges and Meeting Halls, no fixed seating	1	300 sq. ft. of gross floor area
Schools	1	Classroom
Churches and Auditoriums; with fixed seating	1	For each 10 seating spaces the main assembly room
Theatre or Other Place of Assembly	1	For each 10 seating spaces

<u>Use</u>	<u>Number of Spaces</u>	<u>Per Unit as Follows:</u>
Furniture Store, Plumbing Supply, Clothing or Shoe Repair, or Similar Large Uses	1	800 sq. ft. of gross floor area
Service Station	1	2,000 sq. ft. of lot area
Industrial Uses	1	For each two employees in the maximum working shift
Home Occupation	1	In addition to those required for residential use

Design Requirements for Off-Street Parking. Floor areas for the purposes of computing parking requirements shall be the sum of the horizontal area within exterior walls of the several floors of a building, excluding storage or service areas. Whenever off-street parking is required, the parking area and space shall be designed, constructed and maintained in accordance with the following minimum provisions and standards:

Off-Street Loading. Every building or structure used for business, trade or industry and normally requiring truck loading or unloading with respect to the use, shall provide space as indicated in this section for the loading and unloading of vehicles off the street or public alley. Such space shall have access to a public alley or, if there is no alley, to a street. Off-street loading and unloading space shall be in addition to the space required for off-street parking. Off-street loading and unloading space shall not be used or designed, intended or constructed to be used in a manner to obstruct or interfere with the free use of any street or adjoining property.

The minimum off-street loading and unloading space required for specific uses shall meet the following dimensional requirements specified below:

1. Retail Business and Service Establishments. One off-street loading and unloading space at least ten feet wide and thirty-eight feet long with a fourteen-foot height clearance per building shall be provided.
2. Industrial Plants. One off-street loading and unloading space for each twenty thousand square feet of gross floor area shall be provided. Each loading space shall be a minimum of twelve feet wide and fifty feet long with a fourteen-foot height clearance.

Additional Parking Requirement. If it appears to the planning commission that additional parking space may be necessary beyond the

established requirements, the planning commission may require additional open area be kept in reserve for this purpose.

XVI. Buffers

Due to smoke, noise, traffic, aesthetics and perhaps hazards, all new or expanded port, industrial or mobile home developments (over three units) shall have buffers established between such areas and adjoining areas except where impracticable. Buffers shall be of adequate width (e.g., 25 feet) and density (e.g., sixty percent density in the winter, an average eight feet in height), as reasonably determined by the city, to effectively protect adjacent properties from visual and noise intrusion which would otherwise occur. Buffers shall preferably be composed of natural terrain and vegetation. If fences are used, they should be aesthetically pleasing and compatible with the character of the area.

Buffers shall not be used for storage of industrial equipment or materials or for waste disposal, but may be used for outdoor recreation. Portions of such buffers may be used for light motor vehicle parking if design of such facilities is found by the planning commission to be consistent with this plan and ordinances. All open storage visible from a major street shall be screened from view by a sight-obscuring fence or hedge of good appearance or contained in an acceptable structure.

XV. Signs

General Regulations - Permit Required.

1. A permit shall be obtained from the zoning administrator prior to the installation of any sign or advertising structure excepting those less than four square feet in area. Construction and erection of signs shall be in accordance with this title and with all other pertinent regulations.
2. Signs shall advertise only the business or activity engaged in on the immediate premises.
3. No sign shall be erected at any location where, by reason of the position, shape or color of such sign, it may interfere with, obstruct the view of, or be confused with any authorized traffic sign, signal or device.
4. No sign other than public signs shall be placed within ten feet of any intersection as measured from the nearest intersection of street right-of-way lines.
5. Flashing signs and intermittent illumination are permitted only in commercial and industrial zones.
6. In all residential districts, lighting shall be indirect and shielded from adjacent property.

Signs Permitted in Residential Zones. The following signs are permitted in residential zones:

1. Real Estate Signs. One sign not exceeding eight square feet advertising only the sale, rental or lease of the building or premises on which it is maintained.
2. Signs Identifying Home Occupations. One sign per use, not exceeding one square foot in area; such sign shall be no closer than ten feet to any property line or shall be flat against the building. No lighting is permitted.
3. Bulletin Boards. Bulletin boards used to display announcements of meetings to be held on the premises are permitted for churches, schools, community centers and public, charitable or institutional uses. Unless otherwise permitted in the district, such signs shall contain no more than twenty square feet in area; may be used as ground signs when located a minimum of ten feet from the street lot line; may be indirectly illuminated; and one such sign shall be permitted for each street frontage.
4. Construction Signs. During construction, repair or alteration of a structure, temporary signs which denote the architect, engineer, contractor or builder or which denote the name of the structure, and its use or occupants-to-be may be placed within the required yard setbacks as ground, wall or roof signs. Each sign shall be twenty square feet or less in size and not more than one such sign shall be permitted for each architect, engineer, contractor, or builder, denoting the name, use and occupants-to-be of the structure.
5. Signs Identifying Other Permitted and Conditional Uses. One sign per use not to exceed twenty square feet in area for the purpose of identifying multifamily dwellings, clubs, professional offices and other similar uses; such sign shall be no closer than ten feet to any property line or shall be flat against the building.
6. Signs for Nonconforming Uses. A legal nonconforming use in a residential zone may have one sign per property, unlighted, and no larger than twenty square feet in area. Such signs shall be flat against the building or shall be located no closer than ten feet to any property line.
7. Subdivision Signs. Signs advertising the sale or lease of lots or buildings within new subdivisions of at least two and one-half acres are permitted providing they are nonilluminated or indirectly illuminated and do not exceed fifty square feet in area. Not more than one such sign shall be located at each major approach to the subdivision, and the front, side and rear yard requirements applying to principal structures shall apply to the location of such signs. The display of such signs shall be limited to a period of two years. Prior to the

expiration thereof, the applicant may request an extension from the commission. The sign shall be removed prior to the expiration of the two-year period or extension thereof. If the sign has not been removed, the city may enter upon the premises upon which the sign is located and remove such sign at no liability to the city and at the expense of the owner.

8. Public Safety Signs. Temporary private ground or wall signs exclusively relating to the safety of the public (e.g., "no parking today," "use covered walkway," "do not enter," "danger, loading zone") may be located as needed for public safety without limitation as to number, size or location so far as the requirements of this title are concerned.

Signs Permitted in Commercial and Industrial Zones. The following regulations shall apply to signs in commercial and industrial zones:

1. Signs shall be located flat against a building or a marquee.
2. One ground, pole or projecting sign is permitted, per property, not to exceed fifty square feet in area; provided that signs projecting beyond the lot line may be no closer than six inches from the curblin and must be at least eight feet above the finished sidewalk grade.

Nonconforming Signs. Signs which do not conform to the requirements of this title shall be eliminated within three years from the date of passage of the ordinance codified in this title.

XVI. Redevelopment

1. The location of a structure on a lot that can accommodate two or more structures shall be done in such a manner that the lot may be used to its capacity in the future.
2. The conversion of an existing structure to a permitted or conditional commercial use shall be permitted where the character of the existing structure is maintained and where all parking and other requirements for the particular use are met.

XVII. Traffic Generation

If the volume of traffic expected to be generated by a business or use would create a nuisance for area residents or congestion, the project may be denied or mitigating measures may be required.

XVIII. Recreational Vehicle Park

Recreation vehicles (RV) and camper space rentals are permitted at a density of twelve spaces per acre, provided that the following provisions are met.

1. A sewage dumping station connected to a sewer system approved by DEC shall be provided.
2. A water supply approved by DEC for public use shall be provided at a central location for RV and camper use.
3. Public restroom and shower facilities are provided.
4. All open space requirements for a mobile home park shall be met.
5. One-way streets will be permitted, provided that they are adequately marked and designed for one-way traffic flow. Such streets shall have a right-of-way of twenty feet with a twelve foot wide driving surface.
6. A camper trailer park may be part of an overall mobile home park application, but the camper park must be a separate design element on a minimum three-acre parcel.
7. Minimum Lot Requirements.
 - a. size - 2500 square feet
 - b. width - twenty-five feet
 - c. depth - 50 feet
8. Site Plan (see site plan requirements under XIII (8)).

20.54 Temporary Use Permits

The Planning Commission may issue a temporary use permit within land use districts not normally permitting such use. The temporary use permit shall be for seasonal operations such as construction or timber harvest. A temporary use permit is not intended to exceed nine months. The City Council has the discretion, however, to issue a multi-year permit for a major construction project, with an annual review by the planning commission of the performance of the applicant. The maximum length for a temporary use permit shall be five years. Temporary permit applications shall be processed as variances with the planning commission serving as the authorizing agency except for multiple-year applications. Multi-year applications shall be processed similar to a change in zoning designation with the added provision that the owner of the property file a plan for the restoration and use of the property after the temporary use is removed. Failure to comply with the provisions of the temporary use permit shall be grounds for revocation of such permit and prosecution under the terms of this code.

20.56 Review Processes, Requirements and Procedures

This code uses an array of processes, permits and appeals to carry out its provisions. The following section is designed to help sort out the procedures necessary to gain approval for a proposed project. There are essentially three bodies that may need to approve an application for

an action subject to this code: (1) city administration, (2) planning commission, and (3) city council. The length of time and amount of public review necessary to obtain approval or denial for a proposed action is a function of the type of permit requested by the applicant. The following time frames are generally applicable:

I	Administrative review	0 to 10 days
II	Planning commission review	3 to 35 days
III	City council review	15 to 60 days

Level I Permit Review (City Administration). An administrative review, including fire marshal review, shall be processed with ten working days and in most cases determination shall be made within ten days of the submittal of the request. The types of requests that qualify as Level I reviews are:

1. All building permit requests not exceeding a half million dollars or four dwelling units; and
2. State Class I consistency review.

Planning commission and city council hearings and reviews require staff review and recommendation, which must be accomplished within a limited time frame (one to fifteen days). The staff recommendation should be submitted in writing, unless circumstances prohibit.

Level II - Planning Commission Review and Hearing. Planning commission reviews and evaluations of plans and requests will suffice when specific public hearing are not required. Commission reviews are requested for the following actions:

1. Building permit requests in excess of a half million dollars;
2. Building permit requests for five or more units;
3. State Class II consistency review;
4. City capital improvement program; and
5. Code violations.

Decisions. The planning commission shall recommend, approve, deny or approve with conditions all requests within fifteen days of the initial review. Failure to reach a decision shall mean approval of the project as submitted.

Public hearings consist of advertised hearings processed according to the individual requirements of the legal process involved. Hearings are required for (1) subdivision approval, (2) variances, (3) conditional use permits, (4) code amendments and rezoning; and (5) specified violations.

Level III - City Council Hearings. City council hearings are necessary for code amendments, rezoning, appeals, budget approval (in-

cludes CIP), and adoption of the comprehensive plan and coastal management program. The city council, being the elected legislative body, must pass judgment on all changes in the law (i.e., code amendments and rezoning). The council serves a quasi-jurisdictional function as the first level of appeal from an administrative or commission decision. City council hearings on code amendments, rezoning and appeals are to be conducted within thirty days of filing.

20.58 Site Plan Submission Requirements

All proposed nonresidential development and residential uses in excess of four units must submit a site plan to the city zoning administrator for review and approval in accordance with standards set forth in this code. All site plans shall be processed in accordance with the provisions of Section 20.56 Review Process Requirements and Procedures. Site plans, at a minimum, should be drawn to an appropriate engineer's scale (1"=100', or 1"=400' for larger developments) to depict the information required below:

1. The boundary of the site, topography and physical conditions, such as water bodies, vegetative cover and steep grades;
2. The use of the approximate size, location and height of all proposed buildings and other structures;
3. Off-street parking and loading plans, including circulation plans for vehicular and pedestrian movement;
4. Approximate location and size of open spaces and/or landscaped area, including buffers and areas retained in their natural state;
5. Approximate location and width of all utility easements or rights-of-way;
6. Areas to be cut and filled, including plans for stabilization of soils and routing of drainage;
7. Total acreage of the site and the calculated density for the project (number of units per acre), including number of dwelling units for residential use by type and square footage of gross floor area for industrial and commercial development;
8. Optional elements:
 - a. drawings indicating the general architecture themes, appearance and representative building types;
 - b. definitive covenants, grants, easements, dedications and restrictions to be imposed on the land, buildings and structures.

Topographic base maps (1:400 and 1:100) are available through city hall at cost for use in project design. Multiple copies of the site plan

shall be required for larger projects which require commission review and approval.

20.60 Master Plan

As a requirement of application for rezoning on a portion of a tract of land under single ownership, a master plan must be submitted on the complete tract before any portion of the land can be approved for development. In addition, a master plan shall be required to accompany any application for rezoning over five acres or for a development that is expected to cost a half million dollars or more to construct.

Purpose. The general purpose of the master plan process is to require the applicant to apply minimal planning techniques to major developments in order that the planning commission can grasp the merits of a proposed application. It is furthermore the purpose to:

1. Provide for more efficient use of land, resulting in smaller networks of utilities, safer networks of streets, promoting greater opportunities for public and private open space, resulting in lower construction and maintenance costs to the general public;
2. Encourage enhancement and preservation of land which is of outstanding scenic, environmental, cultural or historical significance;
3. Encourage harmonious and coordinated development of the site that considers natural features, community facilities, and land use relationship with surrounding properties and the general neighborhood, and provides for pedestrian and vehicular circulation in conformance with the comprehensive plan;
4. Facilitate understanding of the development's anticipated short and long term impact on the tax base, economy, population change, public utilities and services and the environment.

Required Submissions. The master plan is a general plan which establishes the limits (density or intensity) of a proposed land use and the approximate location of land uses, buffers, roads, pedestrian ways, drainage patterns, open space and parks, among others. The master plan shall consist of:

1. Site condition maps, including:
 - a. topographic map at the same scale as the concept plan maps (topo available at city hall);
 - b. boundaries of the subject property;
 - c. location and size (as appropriate) of all existing drainage, water, sewer and other utility provisions affecting the site;

- d. information about existing vegetative cover and general soil types as appropriate to the proposed property.
2. A concept plan, which shall depict in map form the location and function of:
 - a. the proposed land uses by general district (zone) categories as identified in Section 20.12.010 (a more specific delineation of land use may be submitted by the applicant if desired);
 - b. diagrams of roads and pedestrian that show proposed access to the existing system and the function within the proposal;
 - c. drainages, buffers and open space shall be delineated to show how they function within the proposed development.
 3. Supportive data to accompany the concept plan should include, as appropriate:
 - a. a statement indicating what proposed arrangements are made with the appropriate department or agencies for the provision of needed utilities, including, if appropriate, water supply, treatment and distribution, storm drainage collection and disposal, electric power, sewage collection, treatment and disposal, and communications (telephone, cable TV);
 - b. the total acreage involved in the project;
 - c. the number of acres devoted to the various categories of land use shown on the site development plan, along with the percentage of total acreage represented by each category of use;
 - d. the number and type of dwelling units involved for the overall site and number of dwelling units per acre.

Optional Standards. In order to provide flexibility in the subdivision and building permit process, an applicant may submit a list of alternate design standards for review as a set of variances for a specific project as part of the master plan review process by the planning commission. The applicant may submit a set of minimum design standards which shall govern the site development, such as lot shape and size, internal streets and pedestrian ways, open space provisions, off-street parking demands, visual screens, general buffer and landscape areas.

20.72 Variances

Add 20.72.015. Planning Commission to Serve as Board of Adjustment. The Wrangell Planning Commission shall serve as the board of adjustment on all variance requests.

20.88 Administration

- C. The zoning administrator may call on the police department for assistance in the delivery of notice of violation or enforcement of the provisions of this code.

20.92.010 Complaints of Violation

If the alleged violation continues after notification by the zoning administration, then the zoning administration shall refer the matter to the planning commission, which shall further pursue any legal action necessary for code compliance.

20.92.015 Violation Report

Information necessary in the report to the planning commission shall include: the extent and nature of the alleged violation, date of investigation and notification of violation by the zoning administrator; date and nature of complaint; name of the complainant shall not be recorded unless specifically requested by the complainant and then only for the purposes of receiving a copy of the zoning administrators report to the planning commission and a copy of any further proceedings necessary to gain compliance. The name of complainant shall be confidential, as such information has no bearing on the nature and extent of zoning violations.

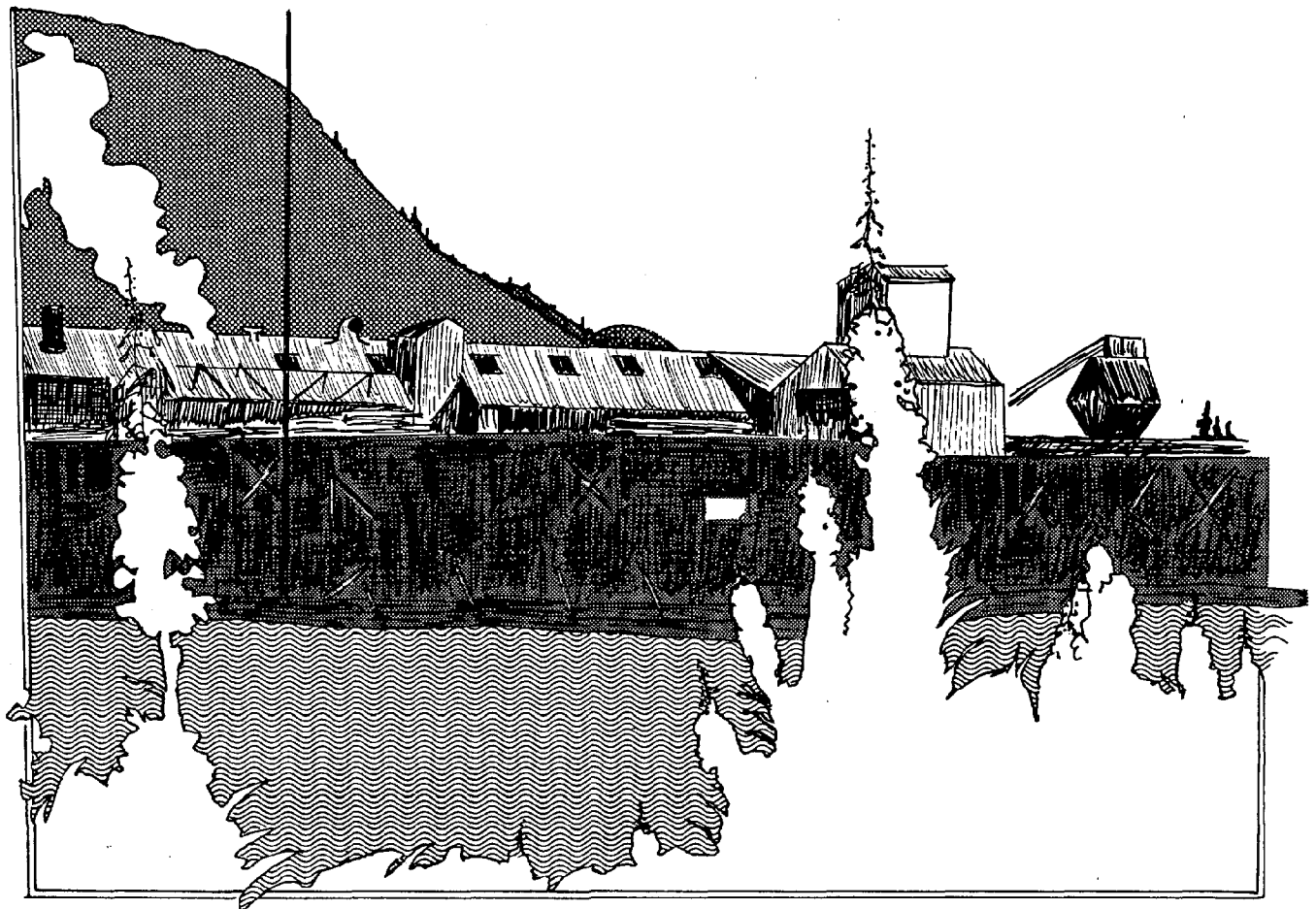
20.92.040 Penalties for Violations

20.92.045 Injunctive relief. Nothing herein contained shall prevent the governing body from taking such other lawful action as is necessary to prevent or remedy any violation.

The governing body shall be specifically entitled to seek injunctive relief of any violation of this code.

chapter V:

municipal organization/ administration/ finance



EXISTING MUNICIPAL ORGANIZATION AND ADMINISTRATION

The implementation of the Wrangell Coastal Management Program and Comprehensive Plan requires an understanding of the structure of the city government. Wrangell is a home rule city with an appointed city manager and an elected seven-member council, including an elected mayor, who serves as a member of the council. In addition to the city government, Wrangell has a five-member elected school board, seven-member appointed planning commission and several other appointed special purpose boards and commissions; Figure 2 shows these relationships.

CITY MANAGEMENT

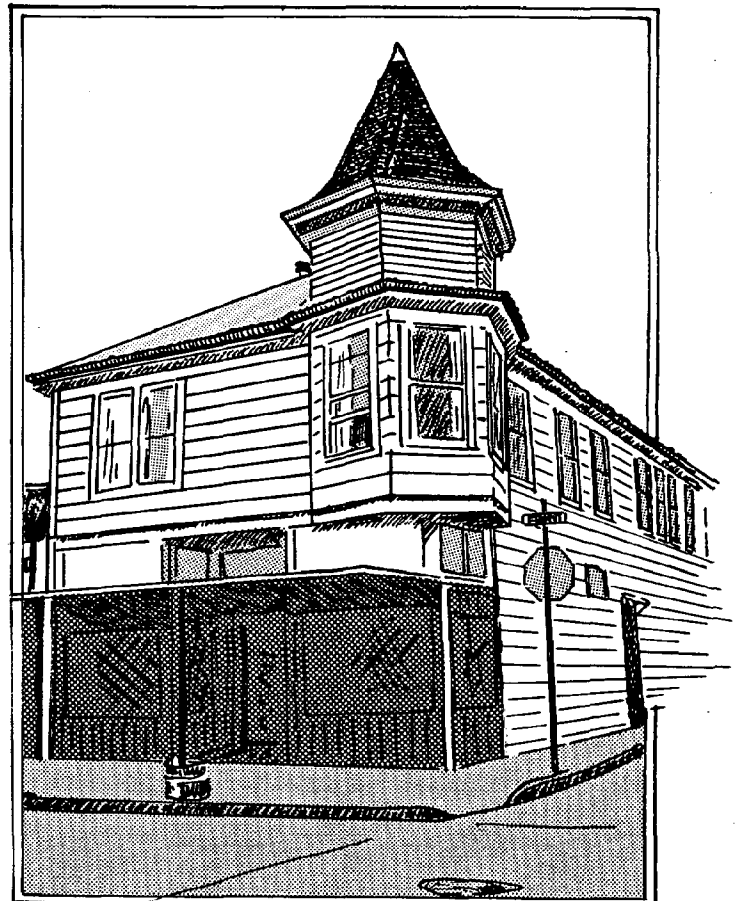
Wrangell operates under the city manager form of government. The legal responsibilities of the city manager are identified in the city charter. As the chief personnel officer, the city manager supervises the following departments and city functions: police department, fire department, planning, library, parks, recreation, public works, roads and port. The city council appoints the city attorney, the clerk, the health officer and the city manager. The mayor appoints the advisory commissions and boards, subject to council approval.

ADVISORY BOARDS AND COMMISSIONS

To maintain a focus on key issues important to the city and its residents, advisory boards to the city council are often established to advise on areas of concern. These are:

- Zoning and Planning
Commission
- Parks and Recreation
Board
- Hospital Board
- Health Planning Board
- Thomas Bay Power
Commission

Of these, the Zoning and Planning Commission has the most relevance in carrying out this program. Its responsibilities are discussed in the following sections.



DOWNTOWN WRANGELL - FRONT STREET

The Zoning and Planning Commission

The duties of the seven-member planning commission fall into two broad categories - advisory and regulatory. In its advisory capacity, the planning commission can recommend planning ordinances to the council, but only the council can enact ordinances into law. When these ordinances are enacted into law, it is the responsibility of the planning commission to ensure that they are carried out.

The advisory duties of the planning commission are listed in AS 29.33.080(b) and (c) as follows. The commission shall prepare and recommend the following to the council: (1) a comprehensive plan; (2) a zoning ordinance to implement the plan; (3) a subdivision ordinance; (4) the official map of the city; and (5) modifications to 1 through 4.

The regulatory powers of the planning commission are listed in AS 29.33.080(d) and (e) as follows. The commission shall: (1) act as the platting board; (2) act upon requests for variances; and (3) act upon requests for conditional uses.

The planning commission's decision on planning matters may be appealed to the city council which serves as the board of adjustment. The board of appeal's duties are to hear and decide: (1) appeals regarding alleged errors in enforcement of the proposed land use code or building ordinance; (2) appeals from the decisions of the planning commissions on requests for conditional uses; and (3) appeals from the decisions of the planning commission on requests for variances to the land use code not contrary to the public interest.

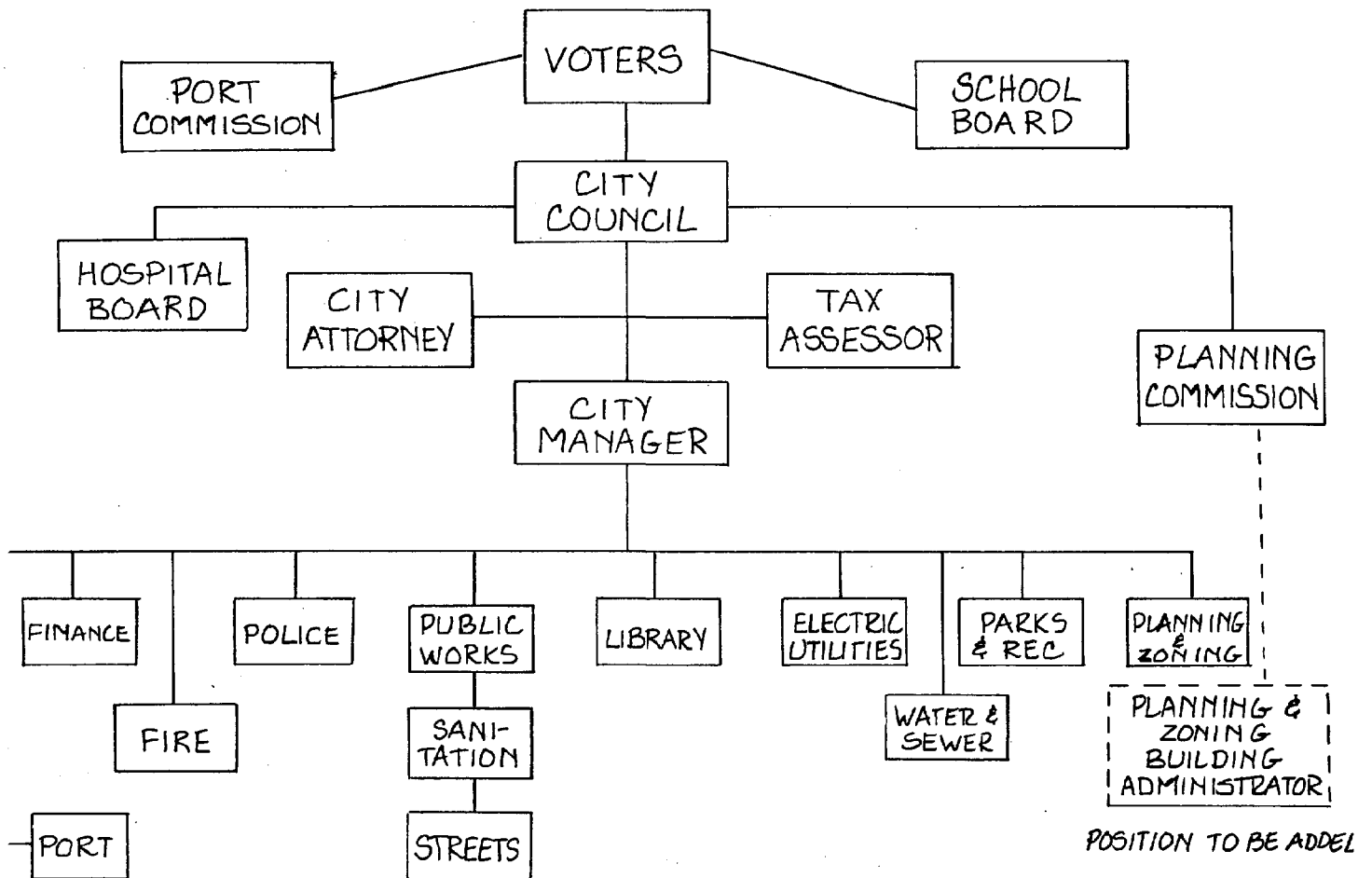
ADMINISTRATION OF THE WRANGELL COASTAL MANAGEMENT PROGRAM/COMPREHENSIVE PLAN

The city's administrative structure functions well and is generally adequate to implement the district program. An additional staff member is necessary, however, to efficiently and effectively perform the combined planning and zoning administration, land development, and building inspecting and permitting functions. Funding for this position is available through the Alaska Coastal Management Program (ninety percent federal and state funding, ten percent local match).

The Wrangell Comprehensive Plan/Coastal Management Program is implemented to a large degree by existing federal and state laws. Additional standards are included in this program to address local concerns and situations and to supplement state and federal regulations. The City of Wrangell currently lacks sufficient staff to determine what state and federal permits are required for local projects and the expertise required to make decisions on many technical permit issues. Therefore, these matters will be left up to appropriate state and federal agencies. In some cases, a state or federal agency may be called upon to provide technical assistance in performing local reviews of proposed land and water uses. Coordination of required federal and

FIGURE 2

CITY of WRANGELL ORGANIZATION
OCTOBER 1981



state permits for major projects should occur through state agencies, as presently provided for by state statutes (see section on coastal management consistency).

It is recommended that the district program be administered through the existing city administrative framework with the addition of a "community development specialist". This new city staff member would serve under the direction of the city manager. Specific responsibilities of this staff member would include:

- administration of the city zoning ordinance
- administration of the city subdivision regulations
- administration of coastal management consistency reviews
- serve as city building inspector
- make recommendations on the city budget for planning and capital improvements program
- work on grant proposals as required by the city manager, particularly state grants
- serve as city land development officer

Building inspection is currently accomplished by the public works department, zoning administration is performed by the city manager, and land development and comprehensive planning is accomplished under contract. It is recommended that a community development specialist position be established by the city to consolidate these functions. Justification for such action is as follows:

- The need for a planning and building administrator is a recognized need by the city council and documented in previous budget recommendations to the city council.
- The budget recommendations also document the need for assistance in the public works department which is presently handling the building permitting and inspection functions. A transfer of these responsibilities to a new staff member would enhance that department's capability.
- The community development specialist could also assist as required in the grant writing process to obtain funds for capital improvements and other community projects.
- The land development role of the city needs further attention so overall community objectives are met. In the past, new lots for housing or industrial use have been made available only after political pressure has mounted to provide for these needs.
- Some of the planning and zoning, building enforcement and administrative functions are left unattended due to lack of staff time and expertise to address these needs.
- The community development specialist would work with the planning and zoning commission to make development recommendations and assist the commission in performing other legal

responsibilities, including coastal management consistency reviews.

- ° The community development specialist could serve as the city's liaison with state or federal agencies involved in developing management plans or conducting studies in areas such as the Stikine, state land disposal plans or regional transportation.
- ° Monies to assist in funding the position can be obtained from the Department of Community and Regional Affairs upon program adoption. This funding (ninety percent federal and state funding with ten percent local match) can cover costs for recruiting, salary, fringe benefits, orientation/training sessions with state coastal management agencies in Juneau, work-related travel, office expenses, overhead and other expenses reasonably related to the implementation of the Wrangell Coastal Management Program. Such funding would probably be available annually unless the state withdraws from the federal coastal management program. Reduction in funding from the federal government for coastal management could necessitate a reduction in funding.
- ° The value of assistance for the planning commission, city land development, administrative coordination, improved building construction, community order and appearance and reduced expenditures should more than balance the costs incurred by the city for this new position.

CAPITAL IMPROVEMENTS PROGRAM

RECOMMENDED CAPITAL IMPROVEMENTS PROGRAM

One of the most important and effective means of implementing the coastal management program is the capital improvements program (CIP). Capital improvements are generally considered to be the major, one-time expenditures a community makes for public facilities, such as port facilities, sewer and water lines, playgrounds, recreational facilities, and fire and police equipment. The CIP should be based on community input as to what facilities are needed. The CIP is simply the result of the community deciding what facilities to provide where, when and at what cost. The CIP should be directly related to the land use plan. For example, if an area is planned for residential development, the CIP should provide for adequate roads, sewer, water and electric service for those areas. The CIP should also coordinate the installation of city facilities - rather than construct roads in year one, electric lines in year two and sewer in year X, it may be more economic to provide all these at once to a small area where the city really wants to encourage development.

Capital improvements are listed in Table 1 by priority, based largely on the results of the 1980 community survey results, with some

adjustments due to other community input and planning analysis. The categories of priority for capital improvement projects is as follows:

- Top Priority:** Consists of projects and services which should receive immediate attention by the city council. Most of these projects were endorsed by seventy percent of the respondents in the Wrangell community planning questionnaire and work should continue or commence as soon as possible, depending on the project's priority and the availability of funds.
- High Priority:** Consists of projects and services which should be programmed for completion or substantial effort over the next five years. Many of the projects in this category could receive top priority ranking in subsequent capital improvements and services programs as the previous top priority projects are implemented or completed. At least sixty percent of the respondents to the questionnaire favored these proposed actions.
- Moderate, Long-Range Priority:** These projects and services are recognized to be in the long-range interest of the city and should receive attention on a continuing basis. These programs should be implemented when the opportunity for funding presents itself; however, planning for these projects should receive high priority.

The capital improvements program and list of priorities should be updated annually as projects are completed and new community needs are identified. Availability of funding, particularly from legislative appropriations, will also affect project scheduling. This capital improvements program can also be used by the city in making its annual requests to the state legislature for funding capital projects. It can also be used to better coordinate the planning and construction of major state capital projects within the city. Currently, DOTPF annually prepares or revises a six-year CIP for state projects and facilities. The city manager, planning commission and city council could review the DOTPF six-year CIP and city CIP programs to assure better coordination of future planning and construction.

Responsibility for updating the capital improvements program for the city lies with the city manager's office. The city manager should submit the capital improvements program to the city council for review and approval at the same time the city operating budget is presented.

Figure 3 illustrates a time line for the construction of major capital improvement projects. Such a chart is important for evaluating the labor needs of the various projects proposed, and can be used to better utilize construction manpower and other city resources for developing capital projects. As the chart indicates, the current program developed by the city has an abundance of projects scheduled for the 1982 construction season. Availability of funding for some of these

projects may delay construction until Year 3 or 4 of the program, thereby lessening local labor demands.

A list of alternate funding sources for capital improvements projects available to the City of Wrangell and various local or regional government and nonprofit organizations is included as an appendix to this volume. In general, federal funding for community projects is on the decline due to current federal budget cutbacks, while state funding for community projects is rapidly increasing. Due to the excessive state revenues generated in recent years (since 1979) from oil and gas royalties and taxes, outright grants from the state legislature have become common. Many projects, however, particularly small scale projects, have not found their way into the massive state budget and alternate funding sources must be pursued.

TABLE 1
City of Wrangell Capital Improvements Program

Community Priority	Project Description	Type of Project	Status of Project	Funding Sources	Current			Short Range		Long Range
					1981	1982	1983	Degree of Completion	1984	1985
<u>Top</u> 1	Typee Lake Hydro- electric Project	Acquisition/ Construction	Construction contract awarded	State legislature appropriated \$40 million FY82, \$5 million FY83	°-----*					
2	Port and Dock Development	Repair, Expan- sion, Construc- tion	Construction underway	\$500,000 loan available, \$1.5 million state, rec'd \$790,000 grant, \$675,000 settlement, \$600,000 EDA grant	°-----*					
3	Sewage Collection & Water Distribu- tion System	Upgrade/Expand	Planning	Federal, state, local						°-----* start 1984-85
4	Swimming Pool	Construction	Planning	Fund set aside						°*
5	High School Gym	Expansion/ Renovation	Has not begun	State, local						°* (after elem. school)
6	Street Paving	Design and Construction	Planning - Fall 81, construction ex- pected 1982	Local and state (state budget in- cludes \$1.2 mil- lion for Case/ Stikine, St. Michael, Ash and Shakes St.	°-----*					
<u>High</u> 7	Shoemaker Bay Park/Recreation Complex	Planning/ Construction	Planning underway, construction 1982	State, local, federal	°-----*					
8	Shoemaker Bay Breakwater Repair	Construction	Funding in legisla- ture	State (\$100,000 appropriated)						°*
9	Parking at Small Boat Harbor	Construction/ Acquisition	Has not begun	State, local						°*

°Project Start-up
*Project Completion

TABLE 1 (Continued)

Community Priority	Project Description	Type of Project	Status of Project	Funding Sources	Current	Short Range Degree of Completion				
					1981	1982	1983	1984	1985	
10	Hospital Upgrade & Expansion	Purchase equip- ment, expand storage	Study underway, legislative funding sought for 1982 - initiated replace- ment of water main	Hospital facilities funding bill, local	°-----*					
11	Elementary School Improvements	Renovation/ Construction	Construction to begin fall 1981	\$1.5 million state grant (FY81), \$530,000 state appropriated (FY82)	°-----*					
12	House Rehabilita- tion	Renovation	Native housing funding contin- uing project	\$238,000 federal grant, other fed- eral, state	°-----*					
13	Senior Citizen Housing	New Construction	Senior citizen housing in planning and design	\$30,000 state (Farmer Home Admin.)	°-----*					
14	Historic Restoration	Construction/ Maintenance	Continuing, work begun on totems	Federal, state	°-----*					
15	Tourism Promotion	Advertising/ Promotion	Continuing	Federal, state,	°-----*					
16	Museum Repair	Construction/ Maintenance	Funds set aside	\$85,000 local	°*					
Moderate to Long-Range										
17	Solid Waste Management	Research/ Development	Planning & study underway	Federal, state	°-----*					
18	Public Safety Building (fire- hall, police)	New Construction	Site acquired/ planning	State, local	°*					
19	Access & Recrea- tional Facilities at Thom's Lake	Planning/Con- struction/ Maintenance	Preliminary plan- ning underway - Alaska DNR land	State	°-----*					
20	Increased Water Supply	Construction	Has not begun	State, appropriated \$105,000 for water tower repair	°*					

°Project Start-up

*Project Completion

WRANGELL CAPITAL IMPROVEMENTS

TIME LINE FOR CONSTRUCTION PROJECTS OVER 5 YEARS

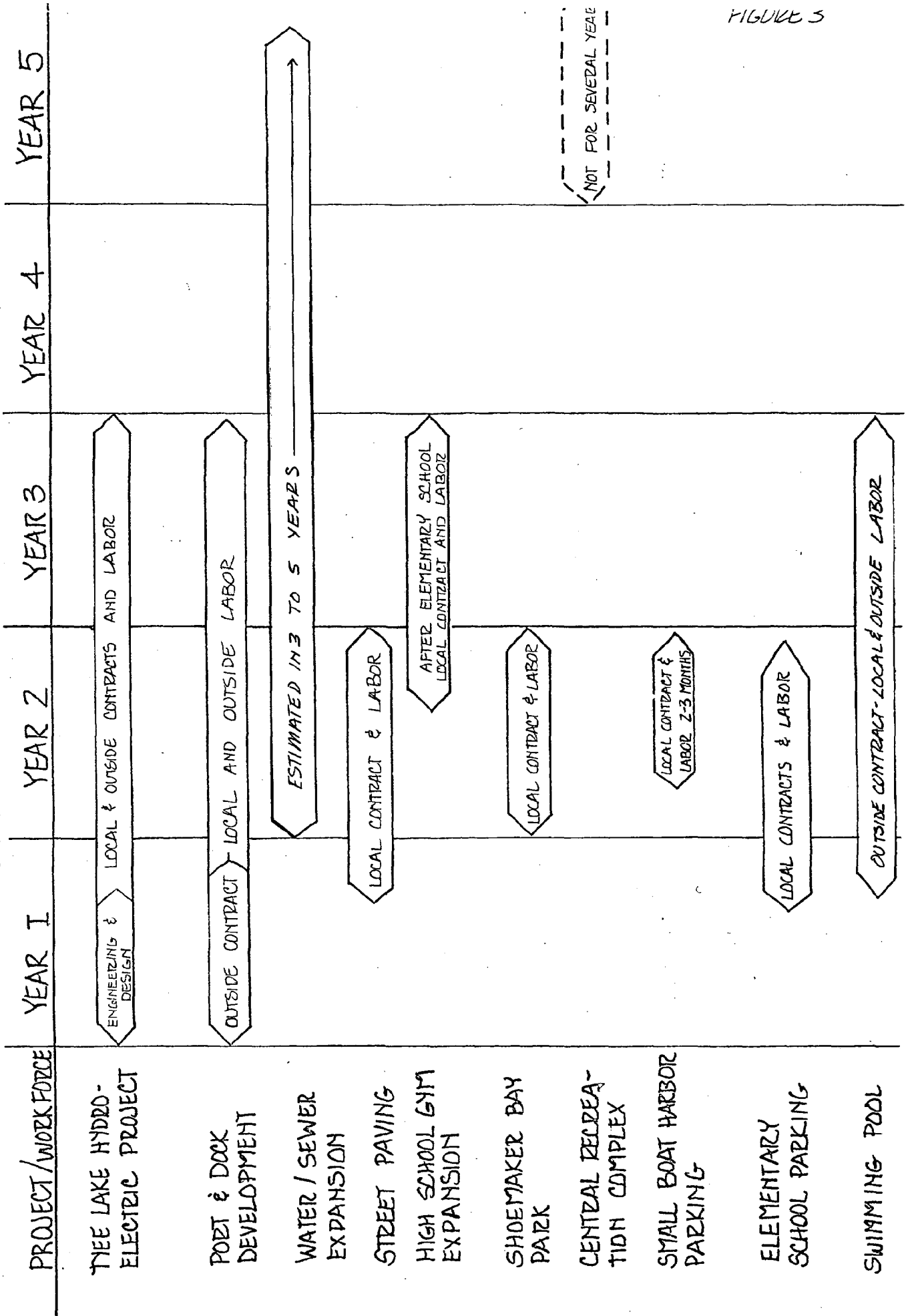
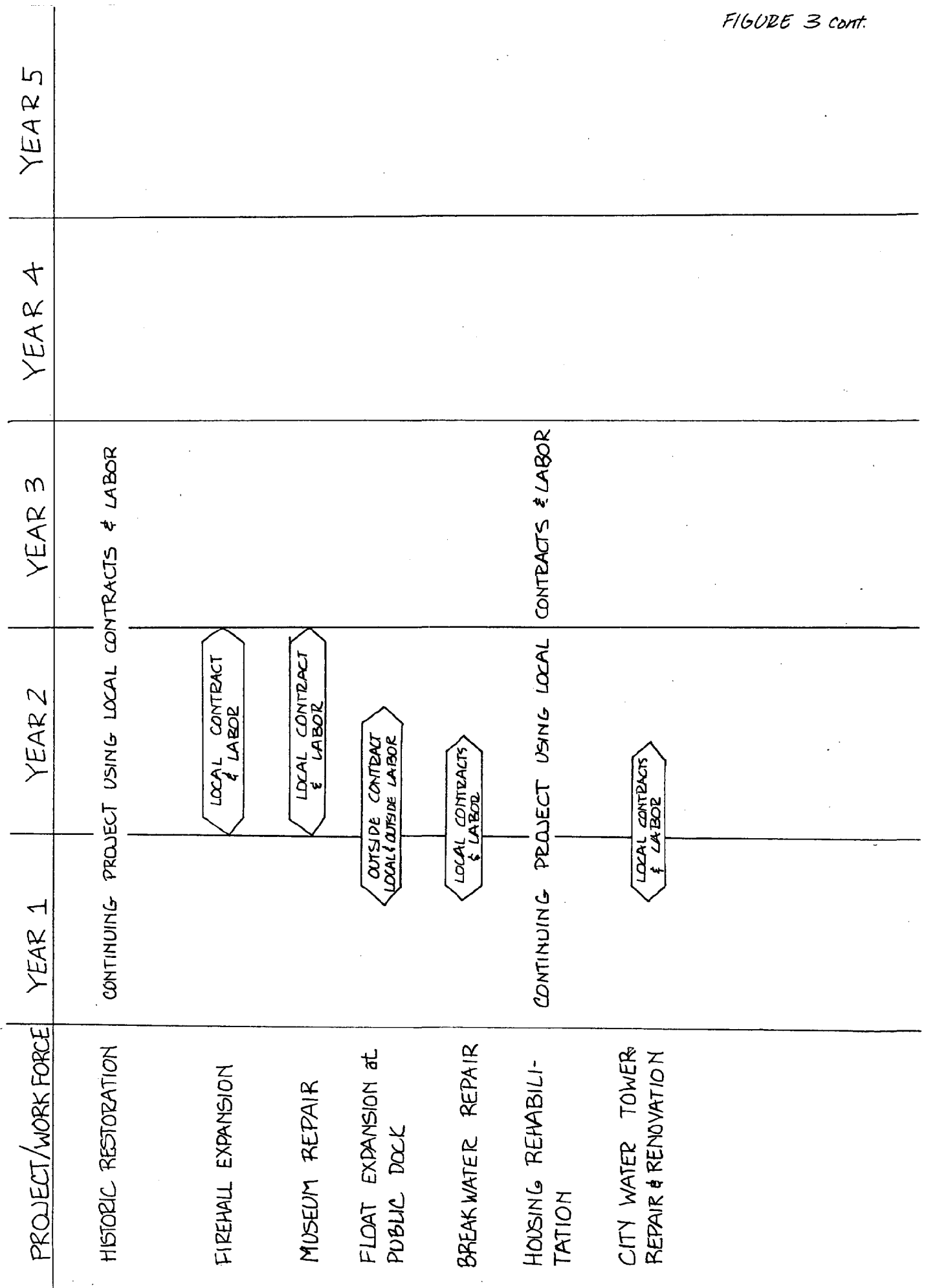


FIGURE 5

FIGURE 3 cont.





chapter VI: land management

This chapter makes specific recommendations for future management, purchase, sale, lease or exchange of land by the city. These recommendations are based on the comprehensive plan and coastal management program, and on community needs and desires as expressed in the community survey and in workshops and meetings. The chapter is divided into two sections: 1) parcels to be retained for specific public uses; and 2) parcels to be developed, leased or sold.

PARCELS TO BE RETAINED FOR PUBLIC USES

Certain land owned by the City of Wrangell should be retained in city ownership in perpetuity due to their present use for public facilities or in order to meet future public land use needs. The specific parcels to be retained by the city for public facilities and recreation are listed below and identified on Map 10.

PUBLIC FACILITIES

1. Wrangell Elementary School - The city has set aside the land that the middle and elementary schools are located on, as well as adjacent school expansion and public recreation areas. This area includes all of blocks 48, 51 and 55, parts of block 47 (Lots 9 and 10), 50 and 52, and adjacent school expansion land outside the Wrangell townsite, designated on Map 10, for school and recreation facility expansion.

2. Wrangell General Hospital - The city has set aside all of Block 54, including land for the existing facility and for future expansion.

3. Wrangell High School/Junior High School - The city should retain land for the existing high school and junior high school on Church Street. This includes Block 16, U.S. School Reserve No. 3 and part of Mission Hill Addition; and Block 17, Lots 1, 2 and 3.

4. Wrangell Museum and Library The city should retain for existing uses Block 8, Lots 6 and 7; and U.S. School Reserve No. 2.

5. Senior Citizen Center - The city should retain for current uses Block 3, Lots 17, 18 and 19, at the corner of Church and McKinnon Streets.

6. Fire Station-Front Street - The city should retain Block 3, Lot 4 for existing use until a new facility is constructed. Current plans call for construction of a new public safety facility, including a fire hall and police station on Zimovia Highway near the junction of Bennett Street.

7. City Dock and Storage Areas - The city should retain for existing uses Block 1, Lot 1; Block 1A, Lots 8 and 13; and all of Block 2A. Areas should be leased as needed for port-related storage.

8. City Hall - The city should retain Block 1A, Lots 23 and 25 for continued use as a city hall site.

9. Block 1A, Lots 17 and 18 - The city should retain the land for parking or lease for commercial development.

10. Harbor Parking/Storage - The city should retain city-owned properties in Block 7 (Lots 16-24) and Block 7A (Lots 2, 3, 5, 6, 11, 12, 22) and consider purchase of various noncity-owned lots in this area to serve as a parking and outdoor storage area for Reliance Float, Inner Harbor Float and for Shakes Island.

11. Highway Garage/Power Plant - The city should retain its property in Block 83, Lots 10 and 11.

12. City Cemetery - The city should retain U.S.S.-3402, Tract B for this purpose.

13. New City Cemetery and Sewage Treatment Plant - The city should retain land in U.S.S.-3402 designated as the new cemetery. The city should also retain the land where the sewer treatment plant is located.

14. City Landfill - The city should retain that part of U.S.S. 2096 owned by the city and the adjacent lots in U.S.S. 2127 (Block 5, Lots 11, 13, 14, and Block 6, Lots 12-16).

15. Street Right-of-Ways - A few city-owned parcels provide street right-of-ways and should be retained.

RECREATION FACILITIES

16. Mt. Dewey Reserve - This city park is permanently reserved as a park.

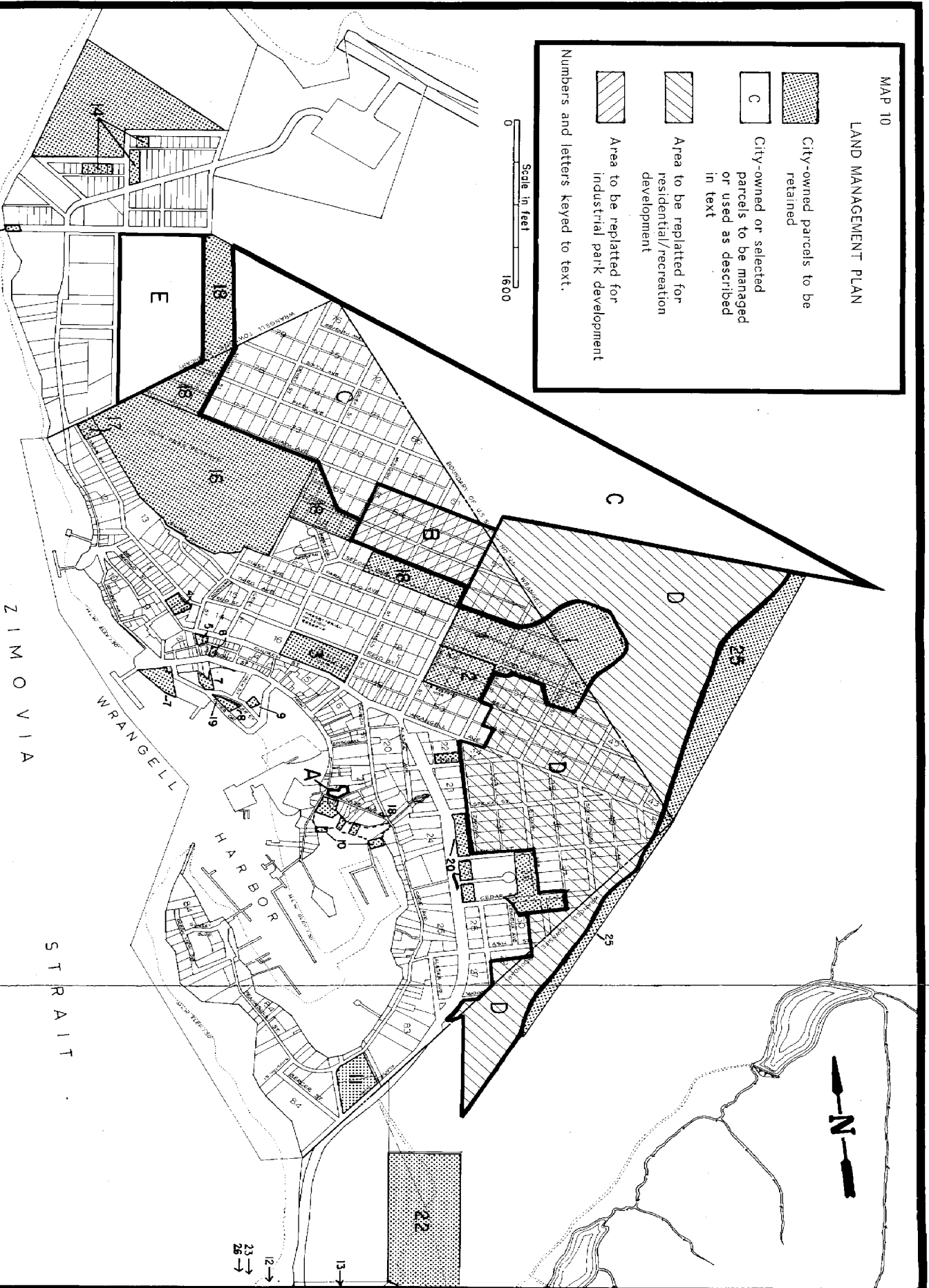
17. Mt. Dewey Reserve Access - The city should retain four lots on Cassiar Street as public access to the Mt. Dewey Reserve, Block 13, Lots 36-39.

18. Industrial Area Buffers - Existing or planned residential areas should be buffered from the proposed industrial area along airport road by natural buffers in the areas indicated on Map 9. These buffers include the following city-owned parcels: Block 59, Lots 1-5 (across from the new senior citizen home); Block 36, Lots 3-5; Block 68, Lots 6-10; Block 69, Lots 1 and 2 (in part); and Blocks 80 and 81. These buffers also serve as recreation areas and would provide access (via trails) to the Mt. Dewey Park Reserve.

19. City Hall Park - Block 1A, Lot 24, is dedicated as a city park and should be retained as such. The park could be made more attractive by adding picnic tables and landscaping and by removing overhead wires, which detract from the view of the park's totem pole.

LAND MANAGEMENT PLAN

- Scale in feet
-
- 0 1600



20. Buffers - Buffers should be retained adjacent to existing and proposed medium-density residential areas along Zimovia Highway. Block 24, Lots 1-4, and Block 25, Lots 1-4, should be retained by the city. Residential development on these lots with access (driveways) onto Zimovia Highway would create a hazard to and impede movement of traffic on the highway.

21. Recreation/Play Areas - Areas adjacent to the existing high-density housing project should be retained by the city. Areas to be retained for recreation include Block 30B, Lots 11 and 16; Block 37, Lot 1; and the Etolin Avenue and Cedar Street rights-of-way. Part of Block 31, owned by the State of Alaska, is already dedicated as a park reserve. Recreational facilities should be developed in this area to serve existing residents and proposed new residential development surrounding this site.

22. Reservoir Access - Twenty-one acres of state-owned land has been selected by the city from the state to provide access to the city reservoirs. This parcel should be retained by the city for future access to the recreational areas in the city watershed.

23. Cemetery Point - The city-owned portions of U.S.S. 1336 and U.S.S. 3402, which include the city ballfield and city park, should be retained for existing recreational uses.

24. Petroglyph Access - Access to the petroglyphs off Evergreen Avenue should be retained and improved by the city. Specifically, the city should retain Tract A of U.S.S. 2127 to assure access.

25. Steep Wooded Slopes - These slopes, behind the proposed residential areas and on lands selected by the city from the state, are too steep for safe, economical development of residential units and cannot be served by the existing gravity-feed city water system. They should be retained as open space.

26. Shoemaker Bay Upland Area - The city owns part of U.S.S. 3403 across Zimovia Highway from the small boat harbor and adjacent to Wrangell Institute. This site has been proposed for future recreational uses such as a campground. This land should remain in city ownership.

27. Tideland Areas in City Ownership - All tideland areas in city ownership should be retained and leased only for uses consistent with the Wrangell Coastal Management Program.

PARCELS TO BE MANAGED FOR FUTURE LAND NEEDS OR TO BE LEASED OR SOLD

Most of these land management recommendations on the disposal and management of city property apply to the large tracts of city-owned land

and city-selected state lands which lie upland of the developed Wrangell townsite or along the Wrangell East Road.

A. Old City Garage - The site of the old city garage (Block 21, Lot 4) should be retained for use by the city. When it has outlived its usefulness, however, it should be sold as part of an effort to encourage rehabilitation of properties along Case Avenue and Front Street in Block 21.

B. Upland Industrial Park - This area is proposed as an industrial district in the Wrangell Land Use Plan. The existing lot arrangement is not well suited for the topography of the site or for industrial uses, and it is recommended that this area be replatted and lots be leased or sold by the city for industrial uses. While only a small portion of the site is needed to meet current demands for industrial uses, all of Blocks 60 and 64, and parts of Block 59 (Lots 6-10) and Block 63 (Lots 6-10) should be replatted for eventual expansion of this industrial park.

C. Holding Area - This area is designated in the Wrangell Land Use Plan as a holding district designed to meet future needs for large tracts of land for possible industrial uses that are free from any incompatible uses. All of the city-owned and city-selected lands in this area should be retained by the city until demand is generated for development of a large portion of this district (see land use plan and zoning ordinance). Such development could include storage or processing activities related to large-scale mineral development inland from Wrangell. Land that is currently owned by the city in this district includes part of Block 69 and all of Blocks 65-66 and 70-79. City-selected lands outside the Wrangell townsite and adjacent to DOTPF land are also included in this district. Part of the DOTPF airport property has also been included in the holding district designated in this program. Management of this airport land should be consistent with the city's coastal management program and with future airport management plans.

D. Upland Residential Area - The original townsite plat for Wrangell failed to design streets and lots which conform to the natural topography. The result has been steep streets, unbuildable lots, erosion and drainage problems, and higher building costs. The presence of a very large tract of city-owned land above the developed Wrangell townsite provides the city with an excellent opportunity to design residential neighborhoods which consider the local terrain and meet long-term community needs.

The land use plan designates this area for single family and multi-family residential development served by city sewer and water. This area includes city-owned land both inside and outside the Wrangell townsite, and seventy-one acres of city-selected land. The city land within the townsite should be replatted to reflect natural topography and drainage, to provide for recreational areas and to better utilize the land which lies outside the townsite. The following city-owned blocks and all adjacent rights-of-way should be vacated and replatted:

all of Blocks 32-48, 50-52, 56 and 57; Block 30B, Lots 16-20; Block 49, Lots 3-9.

Figures 4 and 5 show a conceptual development plan for this area. This master plan and the Wrangell land use plan recommend medium-density residential development (e.g., duplexes, apartments or trailer parks) in the areas surrounding the school, hospital, recreation area and ASHA housing. Single-family residences would be built on larger parcels further upland and at a greater distance from community services and facilities. The very steep, wooded slopes behind this area and natural drainages would be retained by the city as open space and recreational areas. The area would be developed in four phases over a twenty-year time frame. The rate of development could be adjusted in keeping with market demand (Figure 6).

The conceptual master plan is designed according to natural topography, vegetation and drainage. Much of the land proposed for residential expansion in this area has good vegetative cover and varying qualities of soil stability. Thick muskeg areas, steep slopes and natural drainageways are to be left in their natural state, thereby reducing development and maintenance costs. These areas would serve as natural open space areas and as trail corridors. Those areas with relatively good soils would be developed for residential uses. The recommended conceptual plan features the following amenities:

- ° broad selection of housing types and price ranges, including single-family, townhouses, apartments and mobile homes;
- ° pedestrian trails through natural buffer and open spaces, used by all age groups for crosscountry skiing, bicycling, walking to work or school and jogging;
- ° buffer spaces that retain natural drainage and that maintain a minimum of one hundred feet between conflicting land uses and arterial highways;
- ° public facilities - adequate land for school and hospital expansion, and a large, central field recreation complex adjacent to the school for joint use for field events such as softball, football and soccer;
- ° provision for a community center on the greenbelt.

It is recommended that the city adopt the conceptual plan outlined here and prepare a specific master development plan for this area. The projects outlined in this overall plan should gradually be constructed in phases as demand warrants. The detailed master plan should be based on the community development and open space concepts outlined above, and should:

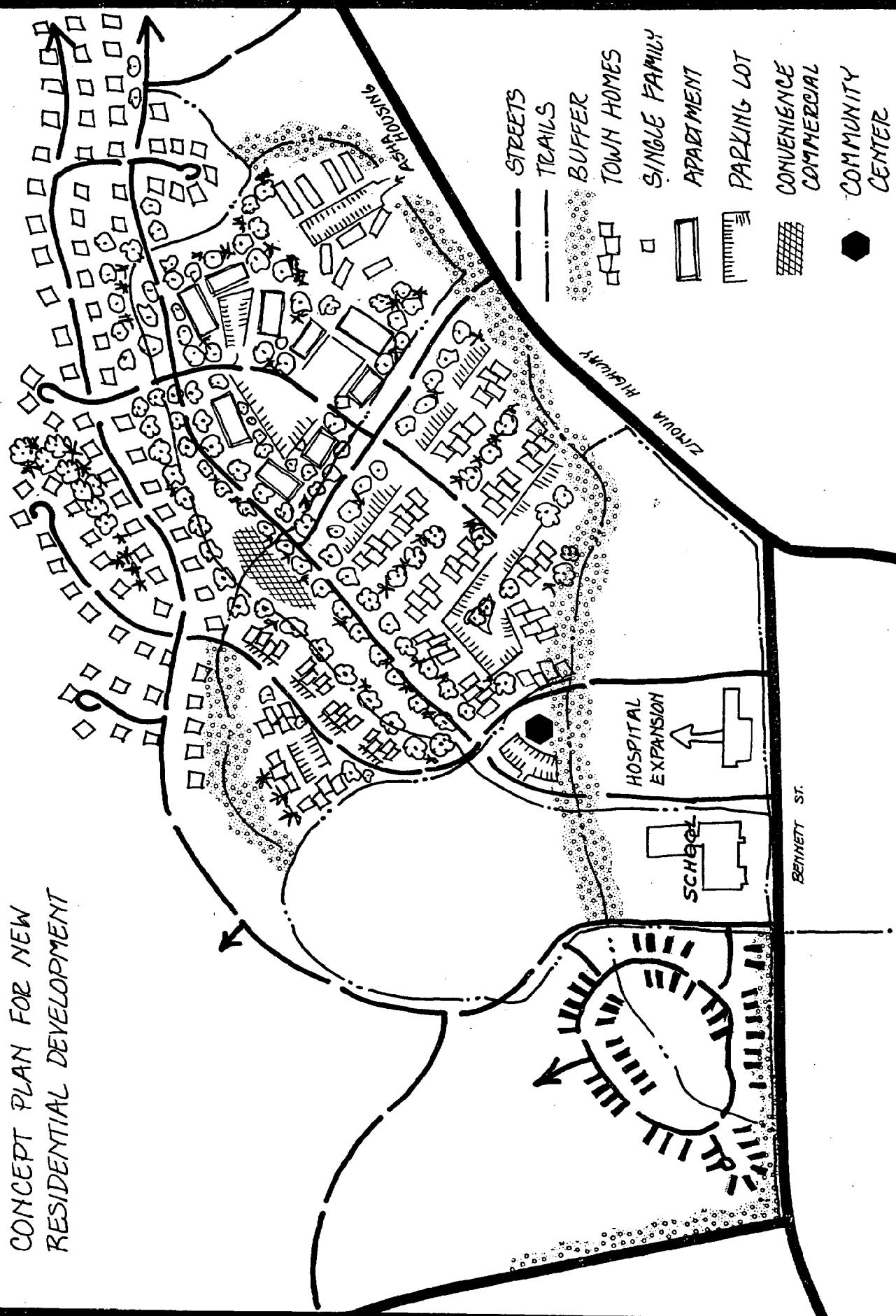
1. Incorporate a systematic schedule for development of trails, sewer, water, road improvements and community facilities. A Phase I development program for this area should include:
 - a. development of a trail along the northern buffer, following the natural drainage patterns, that connects with the elementary school;
 - b. improve the sports field south of the school for community recreational use;
 - c. develop twenty to thirty single-family house lots;
 - d. develop Phase I of a mobile home subdivision with twenty to thirty spaces;
 - e. develop an area for apartments with twenty to twenty-four units;
 - f. develop land for twenty townhouses;
 - g. build streets, sewer lines, water lines and trails to meet the anticipated five-year program needs;
 - h. construct a collector street paralleling Zimovia Highway that connects the hospital and school with the new development by the end of Phase I or with the beginning of a second phase of development.
2. Establish an anticipated annual rate of land disposal, based on projected needs and demand from the community.
3. Plat lands, based on the overall master plan, in increments necessary for a minimum five-year supply; sales in any one year, however, need only meet anticipated demand for that year.
4. Maintain all open space, recreation land and trails as part of the public open space system available to all citizens of the city.
5. Develop a balanced mix of land uses during each five-year phase of development, including single-family, mobile home, townhouses and apartments; the mix can be adjusted with future development based on market demands - actual demand for real estate will fluctuate, causing shorter or longer development periods for such phases.
6. Establish a fund so that sales of land can be used to pay for the next development phase, project amenities and any debt incurred in the project start-up of phase I.

The types of housing units that are proposed for this development are being used widely throughout the country to accommodate new lifestyle options because of the inflated building costs of the single-family home. The types of housing that could be developed in this area are listed below and layouts of clusters of such development types are shown in Figures 7, 8, 9 and 10.

Single Family - This is the most popular lifestyle option for families and the majority of the present housing stock in

FIGURE 4

CONCEPT PLAN FOR NEW
RESIDENTIAL DEVELOPMENT



PROPOSED LAND USES

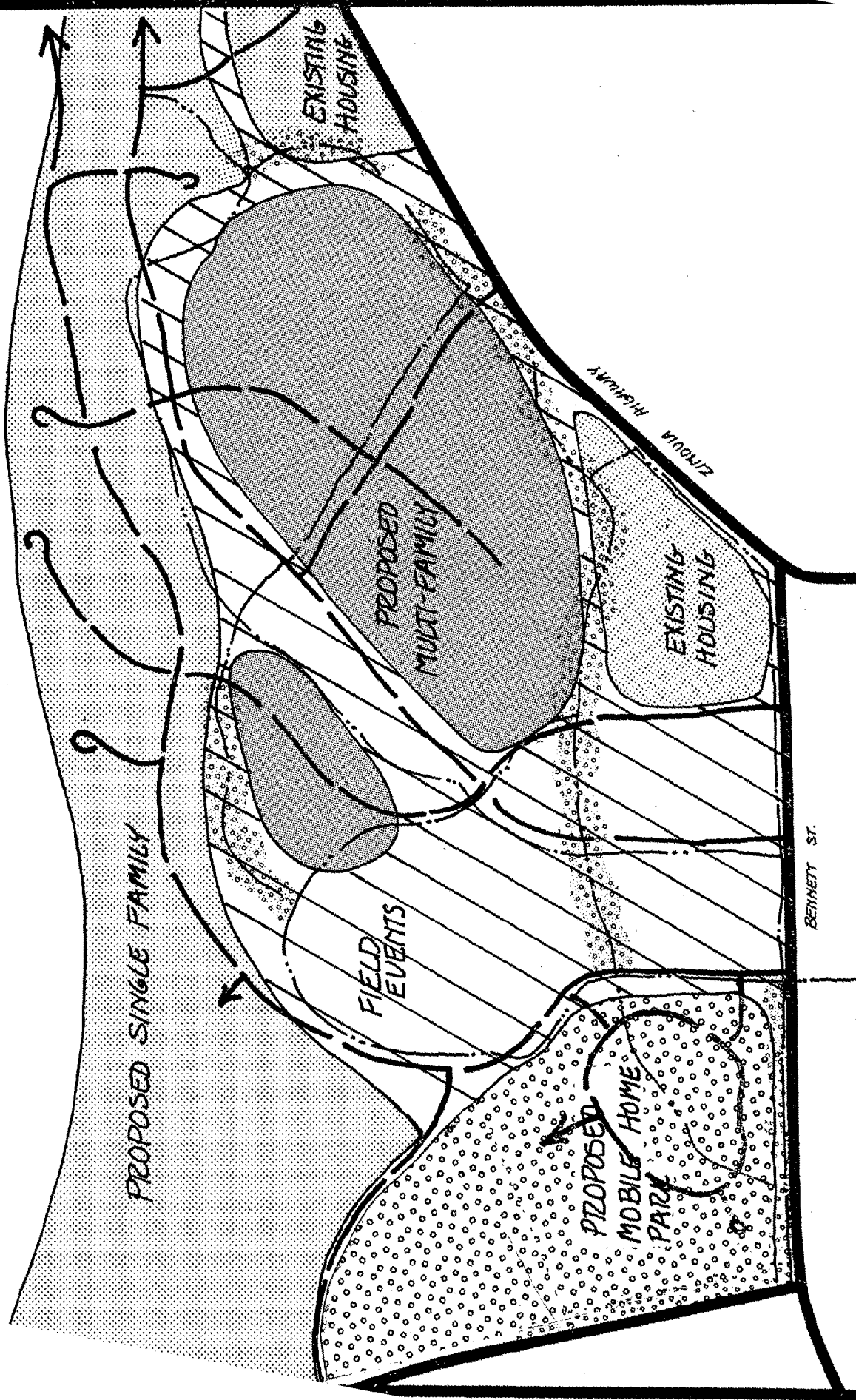


FIGURE 6

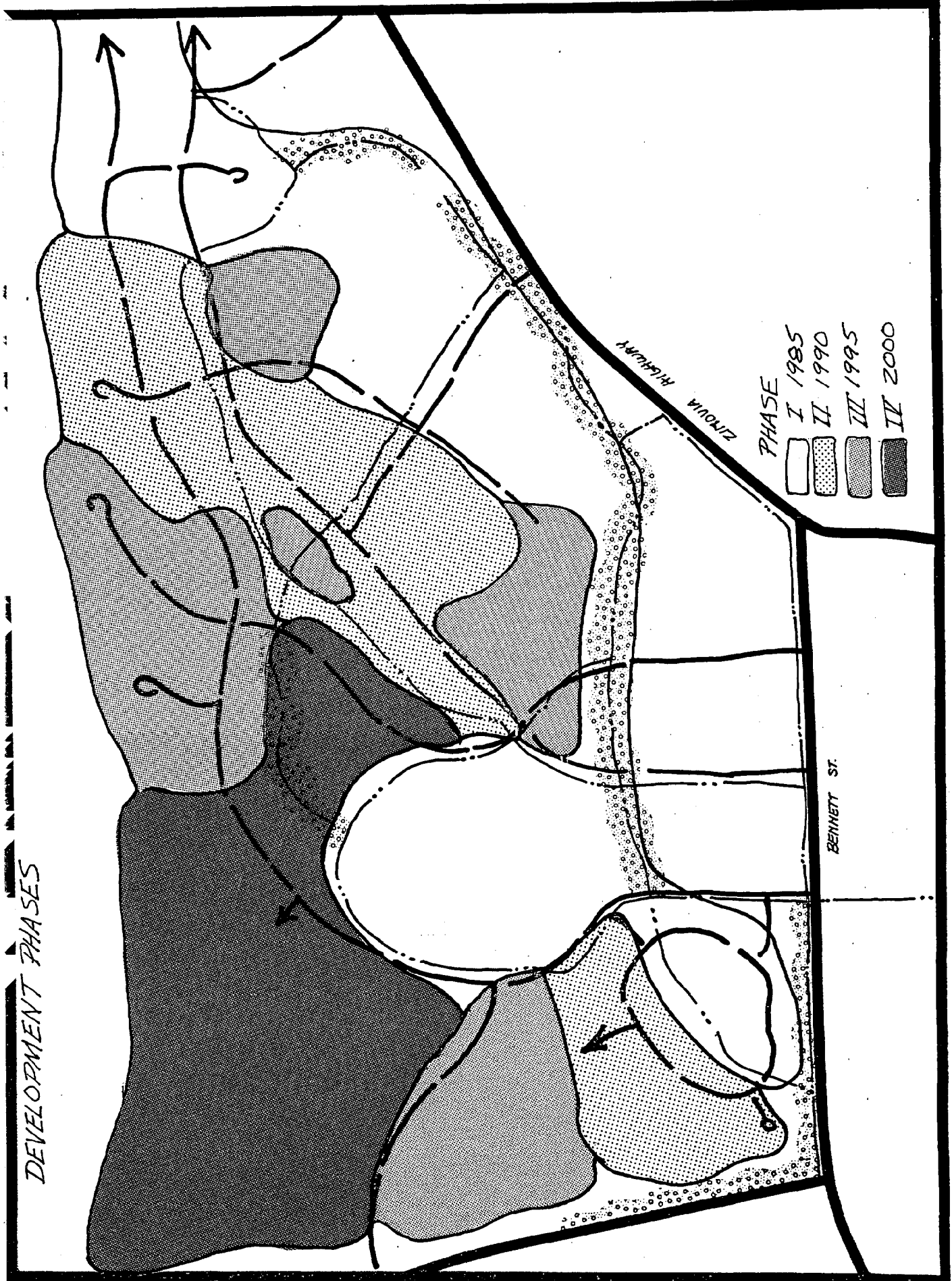
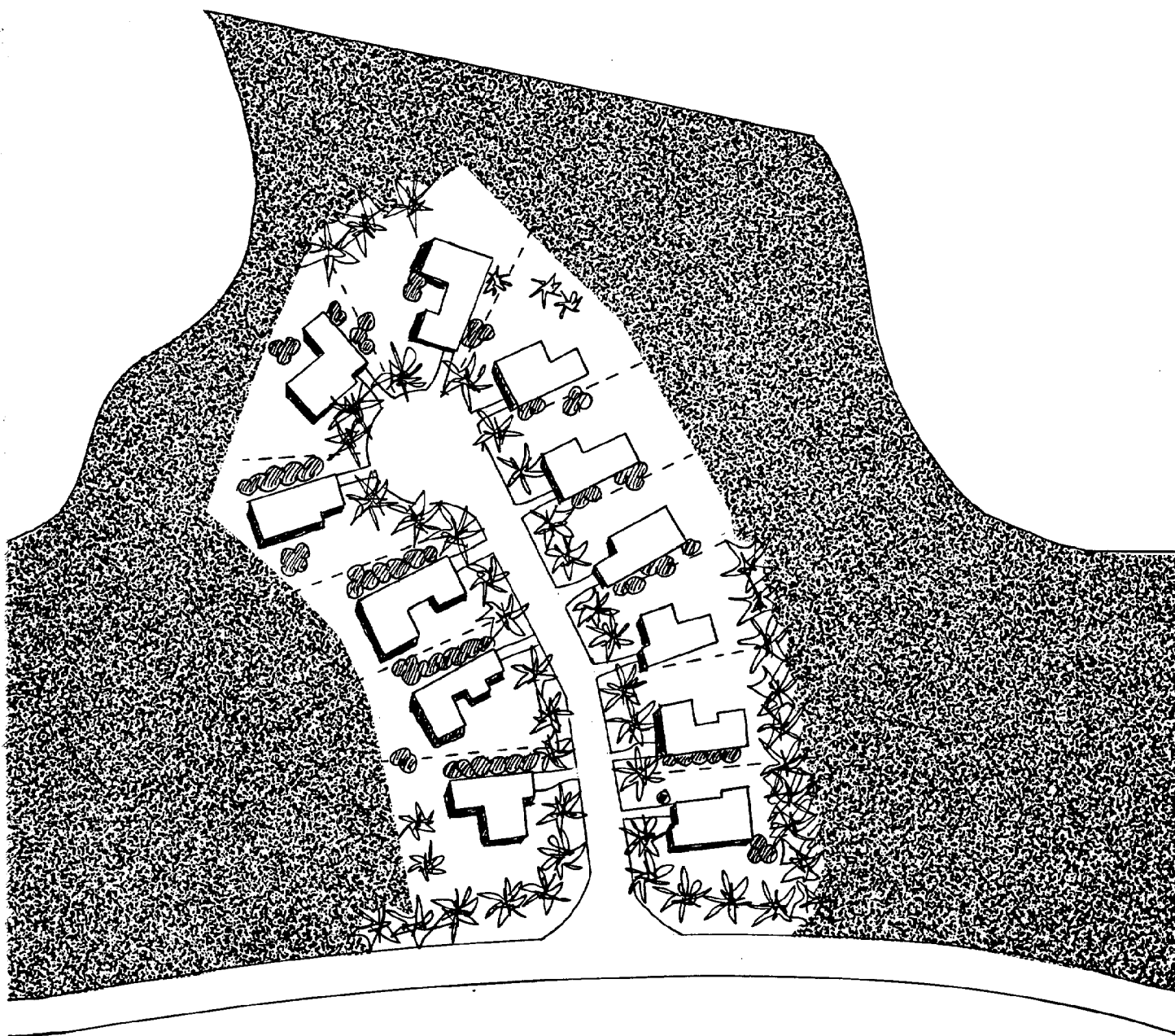
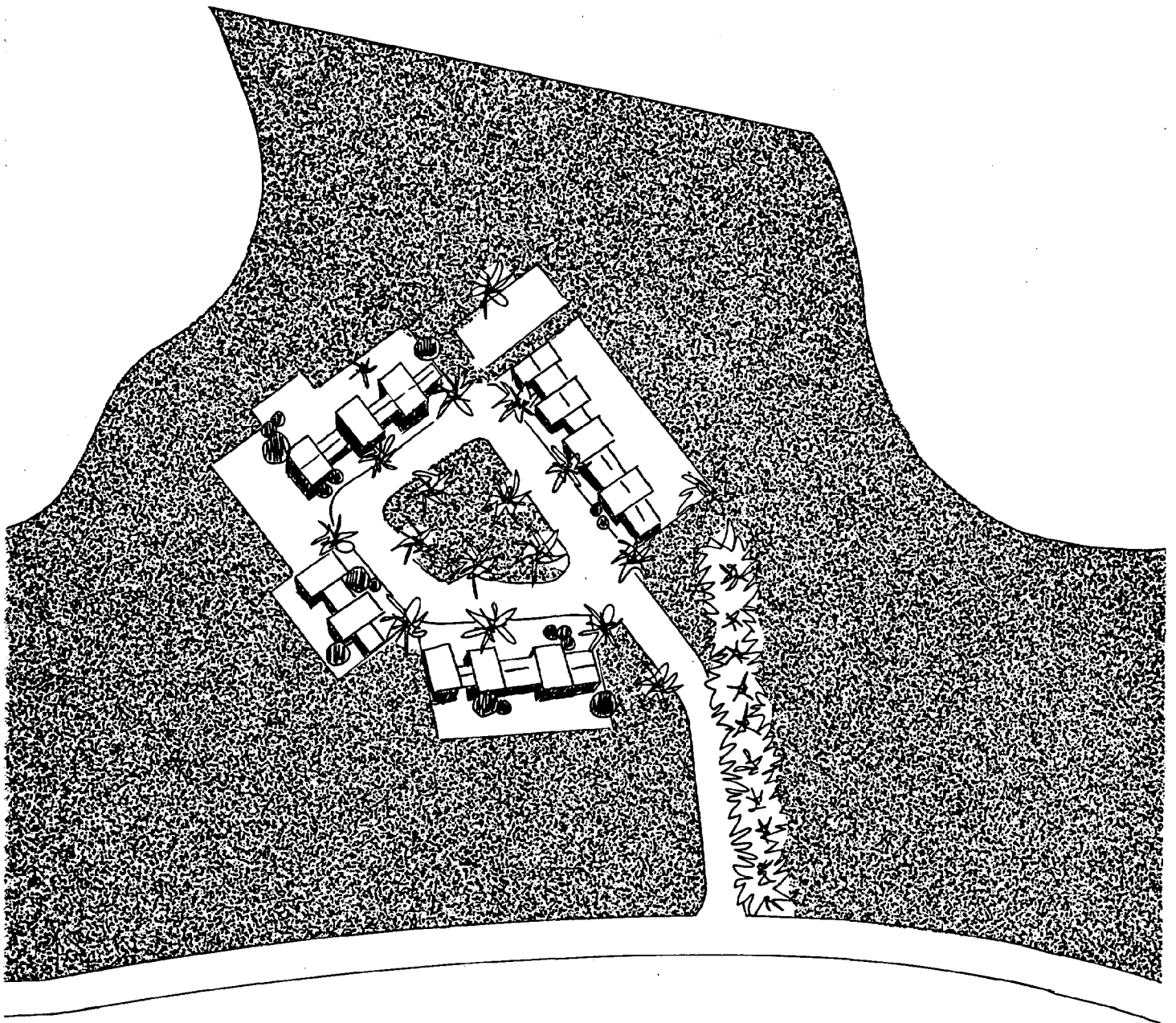


FIGURE 7



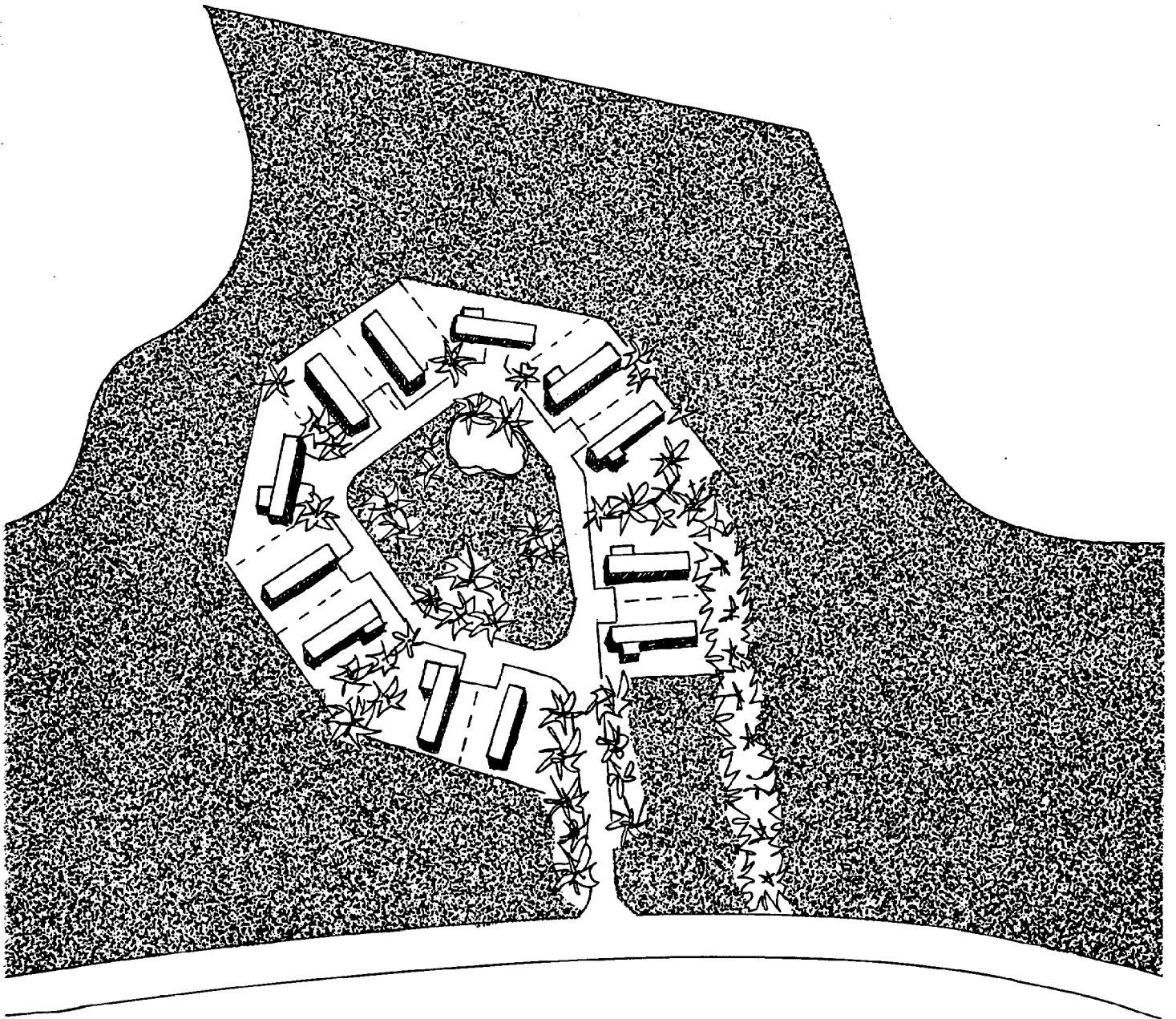
SINGLE FAMILY DETACHED

FIGURE 8



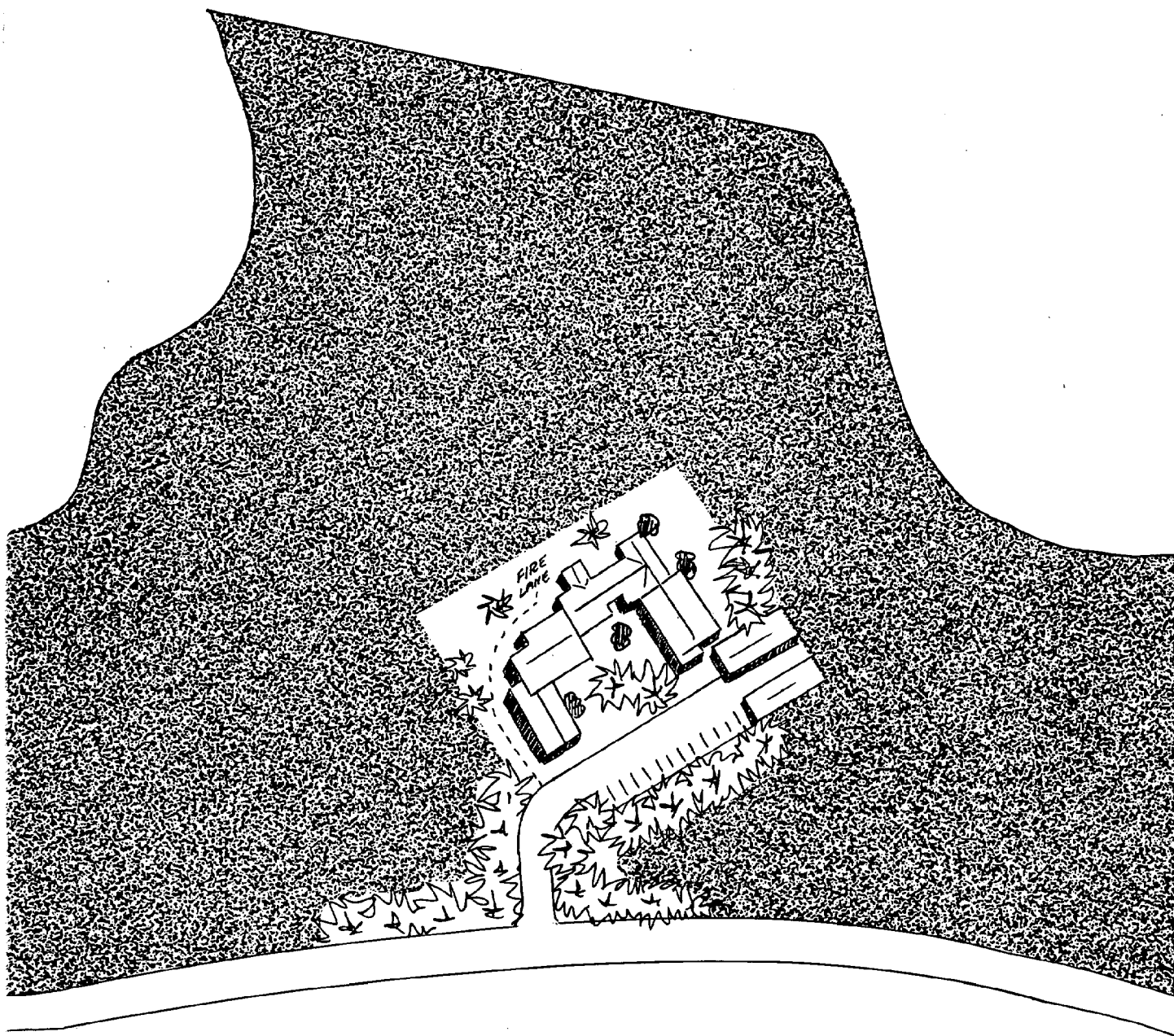
TOWNHOUSES - SINGLE FAMILY ATTACHED

FIGURE 9



MOBILE HOME PARK

FIGURE 10



APARTMENTS

Wrangell. This option is becoming increasingly expensive due to land use and construction techniques. Experience shows an average of five to six sites per year should be developed to meet demand, with more provided as needed.

Townhouses and Duplexes - Townhouses are attached single-family homes with common walls and some common open space. This type of housing embodies many single home characteristics such as land ownership and yard area, but on a limited basis that keeps individual maintenance to a minimum. Construction, land development and energy costs are less than traditional single-family houses. One cluster of three to six units in any year should supply Wrangell's needs, but current demand for such housing is unknown.

Apartment - Apartments are the traditional rental dwellings. It is important that apartments be kept in scale with the community and remain as two-story walkup for fire safety purposes. Four-unit apartment buildings (fourplexes) are the most popular and viable option for Wrangell. The smaller fourplexes also fit into the terrain with less cut and fill than larger structures.

Mobile Homes - Mobile homes have been capturing a greater share of the housing market due to easier financial terms, a much lower construction cost and the lack of available housing. It is important that mobile homes be considered as a housing unit when developing future housing plans, as it is the only option many people have as they search for affordable housing. There are two types of mobile home developments - owner occupied and rental. In an owner-occupied mobile home development, mobile homes are located either within a mobile home park or a normal single-family subdivision. This is an important concept to develop, as it gives young people an opportunity to build the equity necessary to move into conventional housing. In a rental park occupants rent spaces for use by the month. The fallacy of a rental park is that ninety percent of all mobile homes placed in the rental park are never moved. Consequently, we recommend that the city develop an owner-occupied park with favorable financing. A development for twenty to twenty-five units should be made available by the city.

E. Residential Area - North End - The city selected forty acres of state land to the north of the Wrangell townsite for possible residential development. Part of this tract is proposed for inclusion in the industrial holding area (c) and a buffer/park (#18 under parcels to be retained). The remainder could eventually be subdivided for single family residential development. With residential development in the area behind the townsite (D in this section), this area is not presently needed for residential development. If this area is to be used for residential development in the future, major capital improvements such as the proposed water and sewer lines along Evergreen Avenue should be designed to accommodate these future residents.

F. Neal Point - Shoreline Selection - The city selected 42 acres of state owned land along the shoreline at the end of the Wrangell East Road for possible future industrial and port development. This land should be retained by the city and not developed until a use is determined for the entire site. At present, there is not sufficient demand for any waterfront industrial or harbor development to warrant development of the site. Development of this site may be contingent on any future major mineral development in the region.

G. Neal Point - Upland Selection - The city selected 73 acres of state owned land on the inland side of the Wrangell East Road. The site includes the new firing range, and possible residential, recreational or industrial uses. As present demand does not warrant development in this area, it should be retained by the city until needed. Development of this parcel and the land in parcel G, should be based on a detailed master plan for both parcels which considers recreational, industrial, harbor or residential needs. Until demand for this land increases, the city should allow only these land uses which do not require the construction of permanent buildings or facilities.

COOPERATIVE MANAGEMENT

Some of the recommendations for implementation of this plan deal with the use of state or federal land or with land which lies outside the Wrangell city limits. Particular areas of concern include the use of state owned lands, particularly for coastal access and land disposals, and management policies of the USFS for the area around Wrangell.

Management of State-Owned Lands

The state of Alaska has 2,949 acres of patented lands or land tentatively approved for patent (title) within the city of Wrangell. Of this 2,949 acres, 310 acres are scheduled for conveyance to the city of Wrangell, 443 acres are owned by DOTPF that constitute the Wrangell Airport and adjacent lands, 478 acres are classified by the DNR as public interest land and the remaining 1718 acres are in the state land disposal bank. Management of the 310 acres of city selected lands are discussed in the municipal land management chapter of this report. Management and disposal of the remaining state land should be consistent with the Wrangell coastal management program policies, land use plan and local land use codes. In addition to the policies, plan and local codes which apply to all state land in Wrangell, a few specific management recommendations which pertain to public access and recreation follow. These recommendations are aimed at implementing specific coastal management policies for recreation and transportation.

Maintaining and increasing public access to coastal waters and to development of water-related recreation sites is a high priority of the Wrangell Coastal Management Program. Public shoreline access in Wrangell is provided over state and city owned lands. Map 9 identifies

major existing or proposed sites for recreation and shoreline access. Figure 11 shows existing and proposed uses for these sites. The municipal land management section of this report addresses shoreline access provided by city owned lands or facilities. The following state owned lands are used for coastal access, and state management of these should maintain or enhance this access.

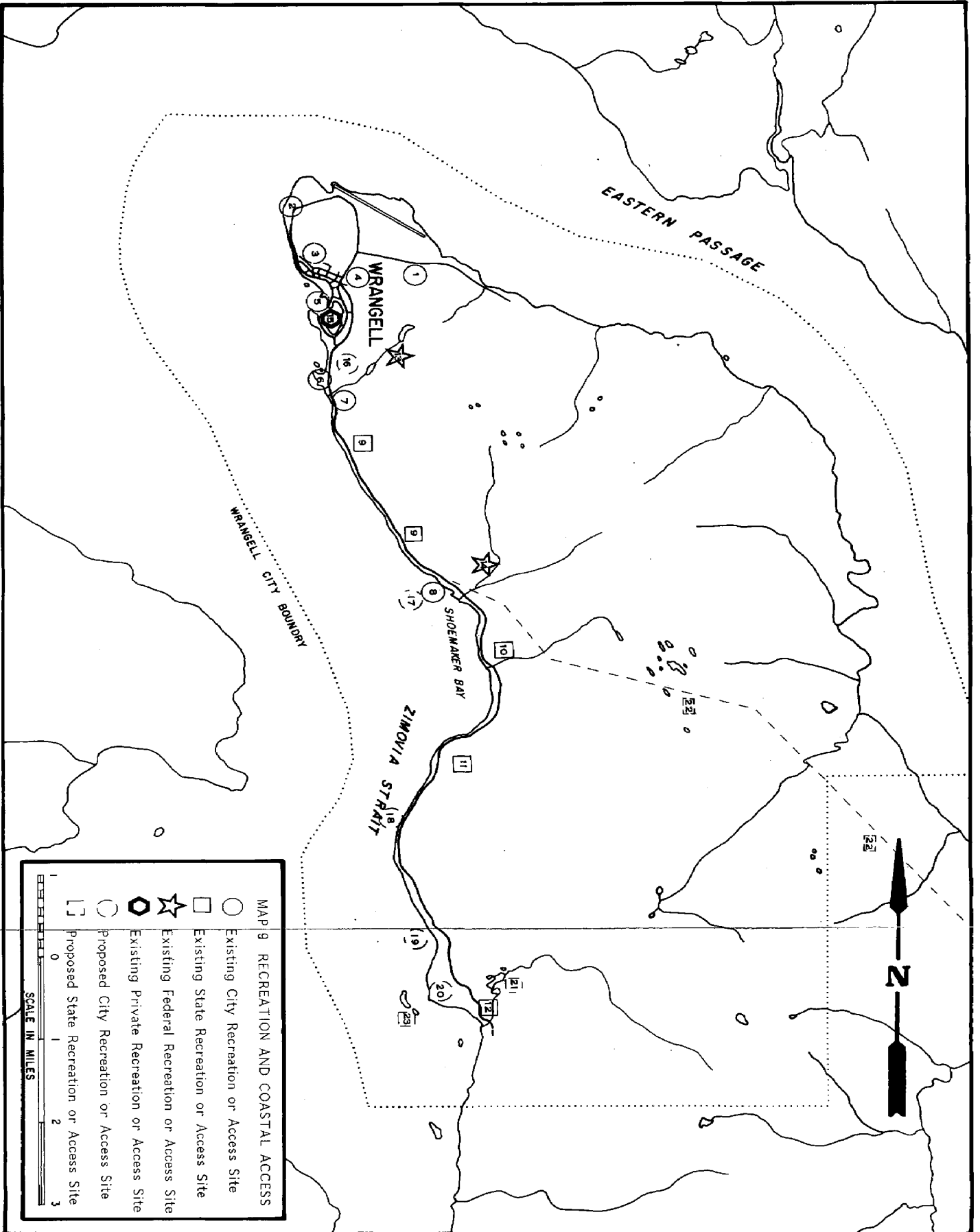
State Ferry Terminal - This facility, managed by DOTPF, serves as a major gateway to Wrangell for both visitors and residents. The site could be made more attractive through some landscaping, particularly on the southern side of the site along Stikine Avenue. An attractive ferry terminal area could entice ferry passengers to return to Wrangell for longer visits in the future.

Zimovia Highway Shoreline - DNR owns 42.15 acres of land along Zimovia Highway between Cemetery Point and the old sea-plane landing. This land was set aside as public interest land for recreation in 1965 and is designated as open space/ public land in the land use plan. Most of this land is undeveloped open space. A small area at the southern end of this tract (USS 3709 lot 2) is occupied by junked cars and other overflow from a junkyard in violation of city laws and state regulations. DNR should have this area cleaned up immediately and the Division of Parks and DOTPF should locate and construct a few scenic pull-offs along the highway.

South Wrangell Subdivision - Lot 23 of USS 2900 has been set aside by DNR for recreation. This lot and upland state owned land is sometimes used for sledding and skiing in winter. Lot 14 of USS 3403, also in the south Wrangell subdivision, is a state-owned shoreline lot which should be classified by DNR for public recreation. Access (trails) should eventually be developed.

Mile 7 Zimovia Highway - Two state residential subdivisions (USS 2921 and 2922) have retained public access and pedestrian easements between Zimovia Highway and the shoreline and between the highway and upland areas. On the Zimovia Strait side of the highway there are two twenty-five foot pedestrian easements and one public access easement. Future DNR subdivisions along the Zimovia Highway should also provide such access easements, particularly in areas where access (trails) have already been established by local residents.

Mile 8.5 Zimovia Highway - State subdivisions in this area have not retained public access or pedestrian easements between the road and the shoreline. The only opportunity for public access to the shoreline in this area is through a lot (Lot 22 in U.S.S. 2969 (1.59 acres)) that remains in state ownership. This lot should be retained by DNR and classified for public access and recreation.



RECREATION AREAS AND COASTAL ACCESS
(see Map 9 for location)

Site	Ownership	Facilities																		
		Shore Access	Scenic View	Boat Docking	Boat Launch	Fishing	Camping	RV Camp	Picnic Area	Tables	Skiing/Hiking Trails	Snowmobile Trails	Stedding/Tobogganing	Ice Skating	Swimming	Shooting Range	Softball/Baseball	Soccer/Football	Historic/Archaeological Sites	
1. Shooting Range	city	●	●							○	●					●			●	
2. Petroglyphs	city		●															○		
3. Mount Dewey Park	city		●								●						●			
4. Ballfield (elementary school)	city		●	●																
5. City Floats (harbor)	city	●	●	●	●	●				●							●			
6. Ballpark	city	○	●							○				○			●			
7. City Park	city	●	●				●			○										
8. Shoemaker Bay Harbor	city	●	●	●	●					○										
9. Zimovia Highway Shore	state	●	●										●							
10. South Wrangell Subdivision	state	●	●								○									
11. State Retained Easements	state	●	●																	
12. Pats Creek Wayside	state		●				●			●	●									
13. City Reservoirs	USFS		●			●					●									
14. Rainbow Falls Trail	USFS		●			●					●									
15. Shake's Island	Stikine Native	●	●																●	
16. Beach	city	○	●												○					
17. Shoemaker Bay Recreation	city		●				○		○									○		
18. Beach	state	○	●																	
19. Recreational Beach	state	○	●																	
20. Barney's Point	state	○	●																	
21. Pats Lake	state		●						○		●	○								
22. Powerline Trail	USFS		●			○	○													
23. Boat Island	state	○	●	○			○													

● = existing; ○ = proposed or possible

FIGURE 11

"Barney's Point" - State land in this area has been classified as reserved use due to public recreation values. This classification applies to part of lot 4 of USS 3709 between Zimovia Highway and Zimovia Strait.

Pat Creek Area - While not providing access to the marine shoreline, state land in this area includes valuable campground and recreation areas along Pat Creek. One hundred ninety-eight acres of state land in this area has been classified as public interest recreation land (Lot 5 of USS 3709). Pat Creek state wayside is also located in this area.

Management of USFS Lands Within Wrangell

Most of the upland area on Wrangell Island within the city of Wrangell is part of the Tongass National Forest. Excluding land selected by the State of Alaska, there are approximately twenty-eight square miles of national forest land within the Wrangell city limits, managed by USFS. The only current timber harvesting activity within the city is the harvest of blowdown areas.

Most of this national forest land is rugged and relatively inaccessible. Major public access routes to this area include the reservoir road and the Rainbow Falls trail near the Wrangell Institute. Most of the city's watershed, including both city reservoirs, is on USFS land. The city has expressed interest in receiving ownership of 913 acres of USFS land within the city watershed. Any timber harvest activity within the watershed, such as harvest of the blowdown area, must be carefully managed so as not to pollute or otherwise degrade the city's water supply. Other than the harvest of blowdown areas, federal regulations prohibit timber harvest within the city watershed. Any future access roads to land adjacent to the watershed should not be routed through the watershed. The state DEC or USFS should monitor water quality during timber harvest activities in the watershed.

Forestry and recreational activities on other USFS land within the city should be consistent with coastal management policies and land use plan to the greatest extent possible. The Tongass National Forest Land Management Plan (1979) designates most forest service land within the city as "LUD-III - areas to be managed to balance a variety of uses and to achieve compatibility among competing resource uses within the same area". The management plan excluded the northern half of national forest land on Wrangell Island (including the city and Shoemaker Bay watersheds) from timber yield calculations. Essentially USFS land north of Pat Creek has little timber value, are not easily accessible for timber harvest, are visually sensitive areas and their highest and best use is probably recreation. Current management studies for Wrangell Island has focused on south Wrangell Island, with very little concern for the USFS lands within the city (Lowe, USFS, personal communication, 1981). The powerline corridor from Tyee Lake across Wrangell Island has been proposed as a recreational trail (summer and winter) by both USFS and APA. USFS has considered construction of a trail cabin along this corridor.

Management of Lands Outside the City

The management of USFS and DNR lands outside the city is an important concern of Wrangell residents. While these lands lie outside the jurisdictional boundaries of the city and its coastal management program, the city needs to remain active in state and federal planning efforts in the region. The inventory of resources in the Wrangell CMP background report encompassed a large area around the city of Wrangell, including the lower Stikine River, Tyee Lake and the Crittenden Creek valley.

Regional land management issues and policies include:

1. the desire for a road to Thoms Lake;
2. the desire for overland access to the interior;
3. concern over the impacts of dams in British Columbia on the Stikine and Iskut Rivers;
4. the desire to maintain an adequate timber supply to support the local economy;
5. the desire to improve the region's fisheries;
6. the desire to encourage mineral exploration and to capitalize on any future mineral development in the region or in the British portion of the Stikine River drainage;
7. the desire to maintain traditional access to the Stikine River; and
8. the desire to influence and capitalize on the eventual disposal and development of state land at the mouth of Crittenden Creek.

The city of Wrangell has a number of mechanisms by which it could exercise control over these issues in an attempt to achieve local goals. These include:

1. Annexation - whereby the city would extend its legal jurisdiction over larger areas by incorporating adjacent areas into the city;
2. Coastal Management Consistency Reviews - the city must make consistency determinations on projects within the city (see Chapter 1) and should review projects that, although outside the city limits, would have impacts on the city of Wrangell in order to express community concerns and influence the outcome of the proposed project;
3. Cooperative studies and plans - the city and local residents have contributed in the past to various state and federal studies that resulted in management plans for federal or state lands in the region; the city should continue to participate in planning efforts that would affect areas of concern to the community;
4. Judicial system - various interest groups and local governments have attempted to use the courts for resolving disputes with state or federal land management agencies.

Each of these alternatives for implementing regional policy recommendations is discussed in greater detail below.

Annexation

Annexation is the process by which the city limits are extended to cover a larger area than the existing boundary. Annexation could occur by the city proposing a boundary change to the local boundary commission, which in turn makes a recommendation to the state legislature which must eventually approve or disapprove the annexation request. Creation of a borough government as a separate entity with jurisdiction over a larger area is also an alternative, although this would result in the creation of an additional level of government. The requirements for annexation of land include that the land be urban in character, likely to be settled in the near future or that the city be capable of supplying services to the area proposed for annexation.

The advantages of annexation include the ability of the city to exercise all its powers and duties over a much larger area - including planning and zoning, coastal management, taxation, police, utilities, schools and other municipal powers. Annexation would also increase the amount of money available from the state or federal programs or grants which are based on population, assuming that there are some residents within the area to be annexed, and increased revenue from USFS lands that are given to local governments based on the amount of USFS land within the local government's jurisdiction.

In the Wrangell area, some of these advantages are minimal or nonexistent due to a lack of inhabited or developed areas outside the city and by the fact that most land is state or federally owned. Further, provision of various city services to a few scattered residents may cost more money than would be gained by additional taxes and state or federal grants. The city's planning and zoning authority is also limited in its jurisdiction over the uses of federal and state lands. Generally, federal actions on federal lands (USFS) are not subject to local regulations. In the area around Wrangell, particularly the Stikine River region, local concerns are often that the federal land regulations are too restrictive, an issue which could not be resolved through local planning, zoning or other powers even if the city annexed this area. In essence, the management policies for USFS land, particularly the Stikine are based on regional or national objectives, and local planning or zoning authority cannot be used to alter these management policies. State land disposals are generally consistent with local plans, although the authority of a city to regulate state land disposals is not clear. The uses of these state lands, once disposed of, would clearly be subject to local planning and zoning. Annexation would give the city limited control over many of the regional issues identified in the coastal management program and greatly increase its tax base in the event that a major industrial facility is constructed within an annexed area.

Coastal Management Consistency Reviews

In the absence of annexation, the city of Wrangell could still comment on coastal management consistency reviews for various projects which may have impacts on the city of Wrangell. Consistency and a consistency review process are explained in Chapter 1 of the implementation program. The city of Wrangell could exercise its consistency review process on certain federal actions or permits on the USFS lands if impacts on the city or its coastline could be established. This is particularly true where "spillover" effects can be identified, such as an increase or decrease in recreational fishing or hunting opportunities caused by state or federal activity near Wrangell. While local consistency reviews of such actions would be valuable in planning for and control impacts of such activities as major future mineral or transportation developments, it would have a very limited application to achieving many of the local objectives outlined in the regional CMP policies.

Cooperative Studies and Plans

Most of Wrangell's attempts to influence state or USFS management plans in the region have been by participating in or making recommendations to various study teams and management plans. The willingness of the Wrangell City Council and local public to contribute to these efforts has yielded some favorable results. State agencies and the USFS generally provide a framework for local participation and review in developing management plans, although regional, state or national interests often override the interests of the local citizens. The city could increase its role in influencing management plans for the region by hiring a community development specialist (as proposed in this chapter) who could coordinate between the city council and state and federal agencies. Ongoing and future studies or planning efforts in which the city should actively participate or monitor include:

1. Management Plan for the Stikine-LeConte Wilderness area - this ongoing planning effort has recently begun to develop management objectives for the area designated in the Alaska National Interest Lands Conservation Act (ANILCA) as wilderness. Traditional access and recreation in this area have been identified as local concerns in developing management plans for this area.
2. Stikine/Iskut Dam Task Force - the USFS, USFWS, DNR, DEC and ADFG and others are involved in a study of the impacts of proposed hydro projects on the Stikine and Iskut Rivers in British Columbia. The city's role in these studies is to lend support and make sure that local fisheries, recreation and economic development are adequately addressed.
3. Transportation Study - Section 113 of ANILCA requires the US government to work with the Canadian government to identify future transportation needs and the social, economic and en-

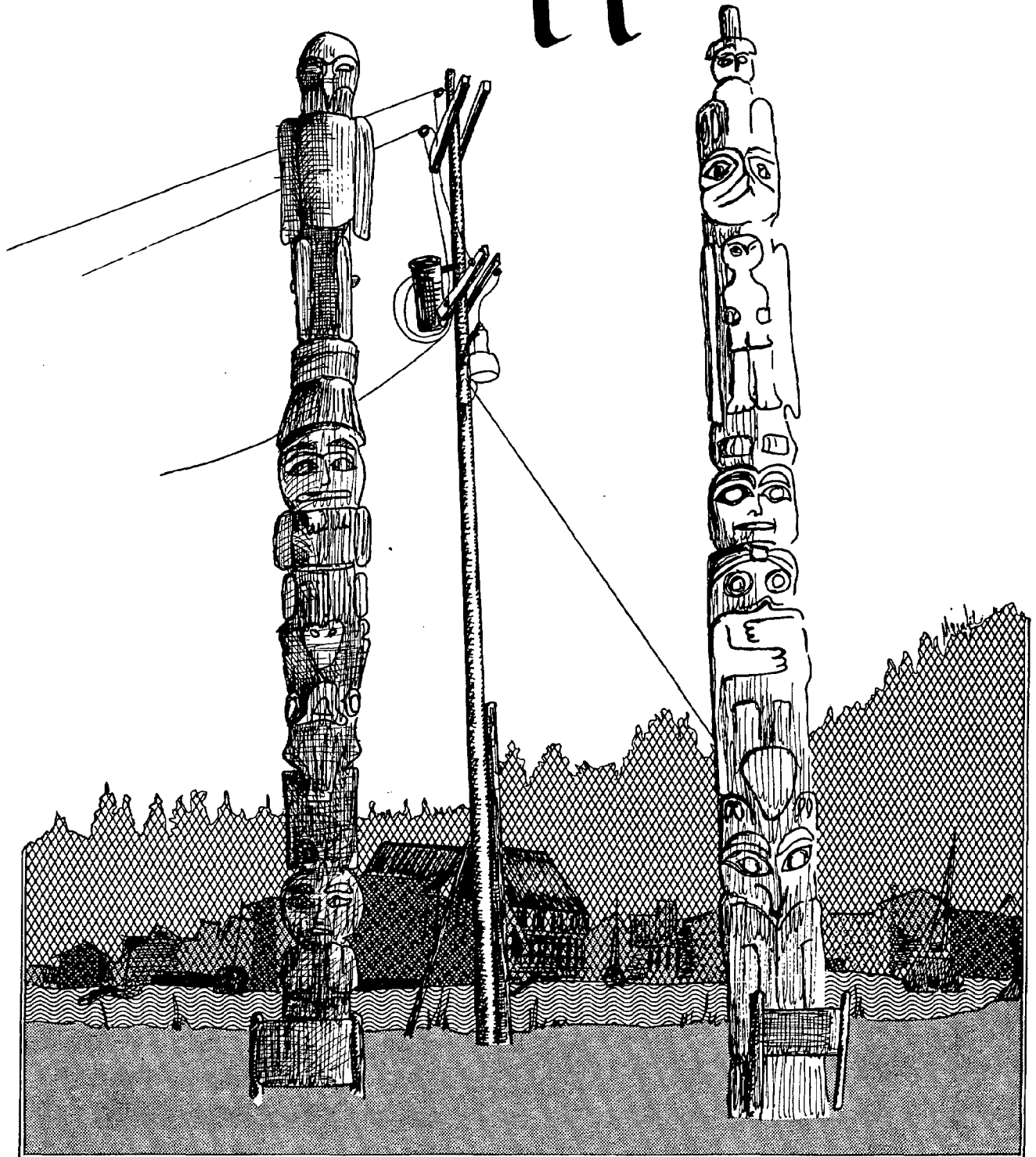
vironmental impacts of various forms of access in the Stikine region.

4. DOTPF Transportation Plans - the Southeast Alaska Transportation Study was completed in 1980 and calls for a continuing planning process to revise existing plans and coordinate future transportation planning and development. The city should continually express its needs and desires to the DOTPF study group, which will be under the direction of the regional director for planning and programming.
5. DNR land disposal program - DNR has established a continuing planning process for disposal of state lands. Of particular concern are state selected lands outside the city on Wrangell Island and at Crittenden Creek. The city should work closely with DNR to identify concerns as to the potential residential, recreation or industrial use of these lands. Should land disposals be proposed in areas outside the city, such as the Crittenden Creek area, the city may wish to annex these sites if city services can be economically provided.

Judicial System Remedies

Various interest groups and local governments have used the courts in an attempt to resolve conflicts or to change federal management policies. Such an approach to resolving some of Wrangell's concerns relative to state and federal land management would be extremely costly and would have limited results. This approach should only be considered as a last resort by the city.

appendix



**PART 6.
ALASKA COASTAL POLICY COUNCIL**

Chapter

- 80. Standards of the Alaska Coastal Management Program
- 85. Guidelines for District Coastal Management Programs

**CHAPTER 80.
STANDARDS OF THE ALASKA
COASTAL MANAGEMENT PROGRAM**

Article

- 1. Government Process
- 2. Uses and Activities
- 3. Resources and Habitats
- 4. Areas Which Merit Special Attention
- 5. General Provisions

**ARTICLE 1.
GOVERNMENT PROCESS**

Section

- 10. Coverage of chapter
- 20. Public participation and information
- 30. Program management and coordination

6 AAC 80.010. COVERAGE OF CHAPTER.

(a) This chapter contains standards for the use of and application by districts and state agencies in carrying out their responsibilities under the Alaska Coastal Management Act (AS 46.40, and AS 44.19.891 – 44.19.894).

(b) Nothing in this chapter or in any district program displaces or diminishes the authority of any state agency or local government with respect to resources in the coastal area. Uses and activities conducted by state agencies in the coastal area must be consistent with the applicable district program and the standards contained in this chapter. In authorizing uses or activities in the coastal area under its statutory authority, each state agency shall grant authorization if, in addition to finding that the use or activity complies with the agency's statutes and regulations, the agency finds that the use or activity is consistent with the applicable district program and the standards contained in this chapter.

(c) At a minimum, the council will review this chapter annually. (Eff. 7/18/78, Reg. 67)

Authority: AS 44.19.893
AS 46.40.040

6 AAC 80.020. PUBLIC PARTICIPATION AND INFORMATION. (a) The council will provide adequate, effective, and continuing opportunities for public participation from the beginning of the Alaska coastal management program. The council will give notice of when and where opportunities for public participation will be provided before adoption of guidelines and standards, review and approval of district programs and amendments to district programs, and amendments to the Alaska coastal management program.

(b) The council will not approve a district program or significant amendment of a district program unless evidence of significant opportunities for public participation at the district level has been provided.

(c) The council will make available to the public information and educational materials concerning coastal management, in understandable form, including

(1) a guide for the development of district programs;

(2) maps and narratives describing physical and biological characteristics to be used in establishing boundaries of coastal areas;

(3) areas recommended for council designation as areas which merit special attention;

(4) maps showing the distribution and abundance of coastal fish and wildlife species with commercial, recreational, subsistence, or general ecological importance;

(5) an identification of major data and information sources concerning coastal management;

(6) a summary of information regarding coastal regions;

(7) summaries of public hearings and workshops;

(8) films and slide programs;

(9) written material summarizing or explaining the Alaska coastal management program; and

(10) the council's annual report to the legislature.

(d) At public meetings concerning the Alaska coastal management program, the council will ensure that, when requested and reasonably necessary, translation into the appropriate Native language is provided. (Eff. 7/18/78, Reg. 67)

Authority: AS 44.19.893
AS 46.40.040

6 AAC 80.030. PROGRAM MANAGEMENT AND COORDINATION. (a) The Office of Coastal Management is the designated lead agency for the Alaska coastal management program. The Office of Coastal Management shall

(1) present the staff position regarding matters before the council;

(2) coordinate the activities of state agencies participating in the Alaska coastal management program; and

(3) review state and federal actions for consistency with the Alaska coastal management program, subject to council review.

(b) The council will initiate an interagency program of comprehensive resource management for each geographic region listed in AS 44.19.891(a)(1). Regional programs will

(1) assist the council and districts in identifying uses of state concern and developing management policies for these uses;

(2) provide resource, social, and economic information on a coordinated regional basis; and

(3) assist the council and districts in identifying, avoiding, or minimizing existing or potential conflicts.

(c) Plans and recommendations developed as part of the regional program described in (b) of

this section must be transmitted to the district through the Office of Coastal Management. District planning efforts must demonstrate review and consideration of these plans and recommendations. If the final district program proposed does not agree with the regional program plans and recommendations, the differences will be resolved by the council.

(d) The council will prepare a manual of standards for the management of land and water uses in the coastal area to assist in the development of district and state agency programs. (Eff. 7/18/78, Reg. 67)

Authority: AS 44.19.893
AS 46.40.040

ARTICLE 2. USES AND ACTIVITIES

Section

- 40. Coastal development
- 50. Geophysical hazard areas
- 60. Recreation
- 70. Energy facilities
- 80. Transportation and utilities
- 90. Fish and seafood processing
- 100. Timber harvest and processing
- 110. Mining and mineral processing
- 120. Subsistence

6 AAC 80.040. COASTAL DEVELOPMENT.

(a) In planning for and approving development in coastal areas, districts and state agencies shall give, in the following order, priority to:

(1) water-dependent uses and activities;

(2) water-related uses and activities; and

(3) uses and activities which are neither water-dependent nor water-related for which there is no feasible and prudent inland alternative to meet the public need for the use or activity.

(b) The placement of structures and the discharge of dredged or fill material into coastal water must, at a minimum, comply with the standards contained in Parts 320-323, Title 33, Code of Federal Regulations (Vol. 42 of the Federal Register, pp. 37133 - 47 (July 19,

1977)). (Eff. 7/18/78, Reg. 67; am 8/18/79, Reg. 71)

Authority: AS 44.19.893
AS 46.40.040

6 AAC 80.050. GEOPHYSICAL HAZARD AREAS. (a) Districts and state agencies shall identify known geophysical hazard areas and areas of high development potential in which there is a substantial possibility that geophysical hazards may occur.

(b) Development in areas identified under (a) of this section may not be approved by the appropriate state or local authority until siting, design, and construction measures for minimizing property damage and protecting against loss of life have been provided. (Eff. 7/18/78, Reg. 67)

Authority: AS 44.19.893
AS 46.40.040

6 AAC 80.060. RECREATION. (a) Districts shall designate areas for recreational use. Criteria for designation of areas of recreational use are

(1) the area receives significant use by persons engaging in recreational pursuits or is a major tourist destination; or

(2) the area has potential for high quality recreational use because of physical, biological, or cultural features.

(b) Districts and state agencies shall give high priority to maintaining and, where appropriate, increasing public access to coastal water. (Eff. 7/18/78, Reg. 67; am 8/18/79, Reg. 71)

Authority: AS 44.19.893
AS 46.40.040

6 AAC 80.070. ENERGY FACILITIES. (a) Sites suitable for the development of major energy facilities must be identified by the state in cooperation with districts.

(b) The siting and approval of major energy facilities by districts and state agencies must be based, to the extent feasible and prudent, on the following standards:

(1) site facilities so as to minimize adverse environmental and social effects while satisfying industrial requirements;

(2) site facilities so as to be compatible with existing and subsequent adjacent uses and projected community needs;

(3) consolidate facilities;

(4) consider the concurrent use of facilities for public or economic reasons;

(5) cooperate with landowners, developers, and federal agencies in the development of facilities;

(6) select sites with sufficient acreage to allow for reasonable expansion of facilities;

(7) site facilities where existing infrastructure, including roads, docks, and airstrips, is capable of satisfying industrial requirements;

(8) select harbors and shipping routes with least exposure to reefs, shoals, drift ice, and other obstructions;

(9) encourage the use of vessel traffic control and collision avoidance systems;

(10) select sites where development will require minimal site clearing, dredging and construction in productive habitats;

(11) site facilities so as to minimize the probability, along shipping routes, of spills or other forms of contamination which would affect fishing grounds, spawning grounds, and other biologically productive or vulnerable habitats, including marine mammal rookeries and hauling out grounds and waterfowl nesting areas;

(12) site facilities so that design and construction of those facilities and support infrastructures in coastal areas of Alaska will allow for the free passage and movement of fish and wildlife with due consideration for historic migratory patterns and so that areas of particular scenic, recreational, environmental, or cultural value will be protected;

(13) site facilities in areas of least biological productivity, diversity, and vulnerability and where effluents and spills can be controlled or contained;

(14) site facilities where winds and air currents disperse airborne emissions which cannot be captured before escape into the atmosphere;

(15) select sites in areas which are designated for industrial purposes and where industrial traffic is minimized through population centers; and

(16) select sites where vessel movements will not result in overcrowded harbors or interfere with fishing operations and equipment.

(c) Districts shall consider that the uses authorized by the issuance of state and federal leases for mineral and petroleum resource extraction are uses of state concern. (Eff. 7/18/78, Reg. 67; am 8/18/79, Reg. 71)

Authority: AS 44.19.893
AS 46.40.040

6 AAC 80.080 TRANSPORTATION AND UTILITIES. (a) Transportation and utility routes and facilities in the coastal area must be sited, designed, and constructed so as to be compatible with district programs.

(b) Transportation and utility routes and facilities must be sited inland from beaches and shorelines unless the route or facility is water-dependent or no feasible and prudent inland alternative exists to meet the public need for the route or facility. (Eff. 7/18/78, Reg. 67; am 8/18/79, Reg. 71)

Authority: AS 44.19.893
AS 46.40.040

6 AAC 80.090. FISH AND SEAFOOD PROCESSING. Districts shall identify and may designate areas of the coast suitable for the location or development of facilities related to commercial fishing and seafood processing. (Eff. 7/18/78, Reg. 67)

Authority: AS 44.19.893
AS 46.40.040

6 AAC 80.100. TIMBER HARVEST AND PROCESSING. (a) Commercial timber harvest activities in the coastal area must be conducted so as to meet the following standards:

(1) the location of facilities and the layout of logging systems must be sited so as to minimize adverse environmental impacts;

(2) free passage and movement of fish in coastal water must be assured and

(3) timber harvest and timber management activities must be planned so as to protect stream-banks and shorelines, minimize adverse impacts on fish resources and habitats, and minimize adverse impacts on wildlife resources and habitats.

(b) Commercial timber transport, storage, and processing in the coastal area must be conducted so as to meet the following standards:

(1) onshore storage of logs must be encouraged where compatible with the objectives of the Alaska Coastal Management Program;

(2) sites for in-water dumping and storage of logs must be selected and these activities conducted so as to minimize adverse effects on the marine ecosystem, minimize conflicts with recreational uses and activities, be safe from storms, and not constitute a hazard to navigation;

(3) roads for log transport and harvest area access must be planned, designed, and constructed so as to minimize mass wasting, erosion, sedimentation, and interference with drainage, and must be adequately maintained until they are returned to their pre-road natural drainage patterns (put-to-bed); and

(4) stream crossings, including bridges and culverts, must be kept to a minimum number, designed to withstand seasonal high water and flooding, and must provide for free passage and movement of fish. (Eff. 7/18/78, Reg. 67; am 8/18/79, Reg. 71)

Authority: AS 44.19.893
AS 46.40.040

6 AAC 80.110. MINING AND MINERAL PROCESSING. (a) Mining and mineral processing in the coastal area must be regulated, designed, and conducted so as to be compatible with the standards contained in this chapter, adjacent uses and activities, statewide and national needs, and district programs.

(b) Sand and gravel may be extracted from coastal waters, intertidal areas, barrier islands,

and spits, when there is no feasible and prudent alternative to coastal extraction which will meet the public need for the sand or gravel. (Eff. 7/18/78, Reg. 67; am 8/18/79, Reg. 71)

Authority: AS 44.19.893
AS 46.40.040

6 AAC 80.120. SUBSISTENCE. (a) Districts and state agencies shall recognize and assure opportunities for subsistence usage of coastal areas and resources.

(b) Districts shall identify areas in which subsistence is the dominant use of coastal resources.

(c) Districts may, after consultation with appropriate state agencies, Native corporations, and any other persons or groups, designate areas identified under (b) of this section as subsistence zones in which subsistence uses and activities have priority over all nonsubsistence uses and activities.

(d) Before a potentially conflicting use or activity may be authorized within areas designated under (c) of this section, a study of the possible adverse impacts of the proposed potentially conflicting use or activity upon subsistence usage must be conducted and appropriate safeguards to assure subsistence usage must be provided.

(e) Districts sharing migratory fish and game resources must submit compatible plans for habitat management. (Eff. 7/18/78, Reg. 67)

Authority: AS 44.19.893
AS 46.40.040

ARTICLE 3. RESOURCES AND HABITATS

Section

- 130. Habitats
- 140. Air, land, and water quality
- 150. Historic, prehistoric, and archaeological resources

6 AAC 80.130. HABITATS. (a) Habitats in the coastal area which are subject to the Alaska coastal management program include

- (1) offshore areas;

- (2) estuaries;

- (3) wetlands and tideflats;

- (4) rocky islands and seacliffs;

- (5) barrier islands and lagoons;

- (6) exposed high energy coasts;

- (7) rivers, streams, and lakes; and

- (8) important upland habitat.

(b) The habitats contained in (a) of this section must be managed so as to maintain or enhance the biological, physical, and chemical characteristics of the habitat which contribute to its capacity to support living resources.

(c) In addition to the standard contained in (b) of this section, the following standards apply to the management of the following habitats:

(1) offshore areas must be managed as a fisheries conservation zone so as to maintain or enhance the state's sport, commercial, and subsistence fishery;

(2) estuaries must be managed so as to assure adequate water flow, natural circulation patterns, nutrients, and oxygen levels, and avoid the discharge of toxic wastes, silt, and destruction of productive habitat;

(3) wetlands and tideflats must be managed so as to assure adequate water flow, nutrients, and oxygen levels and avoid adverse effects on natural drainage patterns, the destruction of important habitat, and the discharge of toxic substances;

(4) rocky islands and seacliffs must be managed so as to avoid the harassment of wildlife, destruction of important habitat, and the introduction of competing or destructive species and predators;

(5) barrier islands and lagoons must be managed so as to maintain adequate flows of sediments, detritus, and water, avoid the alteration or redirection of wave energy which would lead to the filling in of lagoons or the erosion of barrier islands, and discourage

activities which would decrease the use of barrier islands by coastal species, including polar bears and nesting birds;

(6) high energy coasts must be managed by assuring the adequate mix and transport of sediments and nutrients and avoiding redirection of transport processes and wave energy; and

(7) rivers, streams, and lakes must be managed to protect natural vegetation, water quality, important fish or wildlife habitat and natural water flow.

(d) Uses and activities in the coastal area which will not conform to the standards contained in (b) and (c) of this section may be allowed by the district or appropriate state agency if the following are established:

(1) there is a significant public need for the proposed use or activity;

(2) there is no feasible prudent alternative to meet the public need for the proposed use or activity which would conform to the standards contained in (b) and (c) of this section; and

(3) all feasible and prudent steps to maximize conformance with the standards contained in (b) and (c) of this section will be taken.

(e) In applying this section, districts and state agencies may use appropriate expertise, including regional programs referred to in sec. 30(b) of this chapter. (Eff. 7/18/78, Reg. 67)

Authority: AS 44.19.893
AS 46.40.040

6 AAC 80.140. AIR, LAND, AND WATER QUALITY. Notwithstanding any other provision of this chapter, the statutes pertaining to and the regulations and procedures of the Alaska Department of Environmental Conservation with respect to the protection of air, land, and water quality are incorporated into the Alaska coastal management program and, as administered by that agency, constitute the components of the coastal management program with respect to those purposes. (Eff. 7/18/78, Reg. 67)

Authority: AS 44.19.893
AS 46.40.040

6 AAC 80.150. HISTORIC, PREHISTORIC, AND ARCHAEOLOGICAL RESOURCES. Districts and appropriate state agencies shall identify areas of the coast which are important to the study, understanding, or illustration of national, state, or local history or prehistory. (Eff. 7/18/78, Reg. 67)

Authority: AS 44.19.893
AS 46.40.040

ARTICLE 4. AREAS WHICH MERIT SPECIAL ATTENTION

Section

160. Areas which merit special attention

6 AAC 80.160. AREAS WHICH MERIT SPECIAL ATTENTION. (a) Any person may recommend to a district or to the council areas to be designated as areas which merit special attention. Districts shall designate in district programs areas which merit special attention. Areas which are not in districts and which merit special attention shall be designated by the council with the concurrence of appropriate state agencies, municipalities, and villages affected by the designation. Designations must include the following information:

(1) the basis or bases for designation under AS 46.40.210(1) or (b) of this section;

(2) a map showing the geographical location, surface area and, where appropriate, bathymetry of the area;

(3) a description of the area which includes dominant physical and biological features;

(4) the existing ownership, jurisdiction, and management status of the area, including existing uses and activities;

(5) the existing ownership, jurisdiction, and management status of adjacent shoreland and sea areas, including existing uses and activities;

(6) present and anticipated conflicts among uses and activities within or adjacent to the area, if any; and

(7) a proposed management scheme, consisting of the following:

(A) a description of the uses and activities which will be considered proper and the uses and activities which will be considered improper with respect to land and water within the area;

(B) a summary or statement of the policies which will be applied in managing the area; and

(C) an identification of the authority which will be used to implement the proposed management scheme.

(b) In addition to the categories contained in AS 46.40.210(1), areas which merit special attention may include the following:

(1) areas important for subsistence hunting, fishing, food gathering, and foraging;

(2) areas with special scientific values or opportunities, including those where ongoing research projects could be jeopardized by development or conflicting uses and activities; and

(3) potential estuarine or marine sanctuaries.

(c) Management schemes for areas which merit special attention must preserve, protect, enhance, or restore the value or values for which the area was designated.

(d) As used in this section, "areas which merit special attention" has the same meaning as in AS 46.40.210(1). (Eff. 7/18/78, Reg. 67; am 8/18/79, Reg. 71)

Authority: AS 44.19.893
AS 46.40.040

ARTICLE 5. GENERAL PROVISIONS

Section 900. Definitions

6 AAC 80.900. DEFINITIONS. Unless the context indicates otherwise, in this chapter

(1) "barrier islands and lagoons" means depositional coastal environments formed by deposits of sediment offshore or coastal remnants which form a barrier of low-lying

islands and bars protecting a salt-water lagoon with free exchange of water to the sea;

(2) "coastal water" means all water bodies in the coastal area, including wetlands and the intertidal area;

(3) "council" means the Alaska Coastal Policy Council;

(4) "district" means a coastal resource district as defined in AS 46.40.210(2);

(5) "district program" means a district coastal management program;

(6) "estuary" means a semiclosed coastal body of water which has a free connection with the sea and within which seawater is measurably diluted with freshwater derived from land drainage;

(7) "exposed high-energy coasts" means open and unprotected sections of coastline with exposure to ocean generated wave impacts and usually characterized by coarse sand, gravel, boulder beaches, and well-mixed coastal water;

(8) "facilities related to commercial fishing and seafood processing" includes hatcheries and related facilities, seafood processing plants and support facilities, marine industrial and commercial facilities, and aquaculture facilities;

(9) "geophysical hazard areas" means those areas which present a threat to life or property from geophysical or geological hazards, including flooding, tsunami run-up, storm surge run-up, landslides, snowslides, faults, ice hazards, erosion, and littoral beach process;

(10) "mining and mineral processing" means the development of mineral resources extracted in tidal rivers, coastal water, and on continental shelves of the open sea, and found in surface, subsurface, and aqueous deposits;

(11) "offshore areas" means submerged lands and waters seaward of the coastline;

(12) "rocky islands and seacliffs" means islands of volcanic or tectonic origin with rocky shores and steep faces, offshore rocks, capes, and steep rocky seafronts;

WATERFRONT DEVELOPMENT DISTRICT STUDY

STUDY AREA

The waterfront study will focus on the waterfront from the ferry terminal to Cemetery Point. Shoemaker Bay and the potential port site at Neal Point on Eastern Passage will also be evaluated.

WORK PROGRAM

Task 1 - Waterfront Overview

The objective of the first task is to compile a comprehensive, understandable overview of the role the industrial/commercial waterfront plays in the community, based on information gathered in the coastal management planning effort. Two products will result: the preliminary identification of local waterfront management issues and the determination of additional data needs. Following is a summary of the components to be addressed in Task 1.

Economic Significance. Determine the economic significance of Wrangell's waterfront. Identify the interdependencies between the primary (fisheries, timber), secondary (manufacturing, construction) and tertiary (commercial trade, tourism) sectors and the waterfront. Determine what quantities of cargo and people move over waterfront land and facilities and what sectors of Wrangell's economy are dependent on these movements. Identify the significance of shipment timeframes and land use requirements. Determine the economic dependence of the community on waterfront activities.

Community Development, Transportation and Lifestyle. Describe the relationship between community development trends, intracommunity transportation, the community lifestyle and the waterfront. Describe the role of the industrial/commercial waterfront in the community's physical development and the noncommercial and nonindustrial waterfront use needs. Identify public use needs, including shoreline access.

Management Structure. Describe the existing waterfront management structure. Identify local, state and federal policies, legislation and regulations and management authorities that affect waterfront activities in Wrangell. Determine how these authorities interrelate and identify any management conflicts.

Use Inventory. Inventory existing uses of the waterfront. Compile the following information for all industrial and commercial waterfront parcels in the study area: location, ownership, activity support, development or expansion projections, land and facility needs and the relationship to different economic sectors.

Structural Inventory. Inventory existing waterfront structures, including barge unloading facilities, dolphins, transfer bridge and

docks, and compile and analyze information pertaining to the condition, load capacity, design, function and use of the structures. The inventory would also include support structures such as warehouses.

Expected Development Scenario. Develop a scenario incorporating waterfront development expected in the next five to ten years, based on current socioeconomic trends.

Task 2 - Systems Analysis of Connecting Transport Modes

The objective of the second task is to delineate the transport system connecting other communities to Wrangell, the critical factors that determine transport efficiency and costs, and the potential for improving the system. The primary focus is on water transport systems, but significant or competing air transport links will also be explored.

System Delineation. For each people and cargo transport mode, identify:

- route, location, distance, travel and transport time
- commodity flow
- carrying capacity - currently utilized and excess
- demand and supply forecasts
- expansion needs
- points of interchange between modes
- factors critical to efficiency

Analysis of Alternative Scenarios for System Upgrading. Based on system delineation, propose alternatives for improving links within the system, transfer efficiency, route location, etc., and develop criteria for comparing alternatives, including:

- availability and flexibility of transport service
- service cost impacts
- employment ramifications
- impact on different economic sectors
- consumption of renewable and nonrenewable resources
- capital, operation and maintenance costs
- projected revenues

Task 3 - Waterfront Demand and Supply Analysis

This work element focuses on the waterfront as a resource with finite potential. The first task is to identify existing and anticipated demands for waterfront space, offshore, tidelands and uplands ranging from expected expansion of existing and probable new uses, as well as those uses that possibly could be induced to expand, and new uses that could be attracted through an ambitious public or private mar-

keting or capital improvement effort. The second step in this task identifies the capability of the waterfront to meet various use demands.

Waterfront Demand. Identify the requirements for expanding existing uses and possible new uses of the waterfront. Factors for consideration include economics, sociopolitical concerns, ownership, jurisdiction, and structural and environmental capability. Determine the site requirements in terms of water depth, land area, road and air access, protection from the elements, utilities, proximity to other uses, support uses, ownership and availability of facilities.

Waterfront Supply. Determine the development potential and constraints of the areas under consideration, including physical conditions and capacities of existing public and private facilities; topography and geology of waterfront land; road and air access; bathymetry, tides and currents (based on available data); seasonal factors; potential for alteration (dredge and fill); seismic and other hazards; ecological constraints; and adjacent uses and ownership (much of this information has been obtained as part of the coastal management planning process).

Task 4 - Comparison of Alternative Waterfront Development Strategies

The fourth task involves an evaluation of alternative waterfront use strategies that will culminate in short- and long-term action recommendations.

Development of Site-Specific Alternatives. Describe possible site-specific combinations for private and public waterfront development, ranging in terms of government and private participation and costs and based on demand and supply information gathered through Task 3.

Cost/Benefit Analysis. A cost/benefit analysis of each scenario will include direct and indirect employment and income generation; city, state and federal revenue requirements; renewable and nonrenewable resource use; enhancement of other uses; ownership requirements and consistency with the coastal management/comprehensive plan policies and public needs and desires.

Develop Preferred Alternative. Identify and refine the preferred scenario, showing area designations and preliminary site designs.

Task 5 - Management Alternatives Analysis/Implementation

The product of this work element will be a recommended management approach. Options to be considered range from the status quo to revision of existing ordinances and local policies and revision of the capital improvements program.

Identify Management Alternatives. Compile a summary of alternative waterfront management approaches operating in waterfront communities comparable to Wrangell. Contrast the use of various powers and authorities, including the authorities to:

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- advise the elected body on waterfront matters
- promote traffic and trade through the port
- purchase facilities
- obtain capital for improvements
- plan for development and coordination of public and private facilities
- regulate use of private lands within a defined district
- levy taxes
- exercise the right of eminent domain

Evaluate Tradeoffs. Compare the tradeoffs of different management approaches, including local government costs, income and employment generation, economic stability and diversification, mill rates, product and services costs and availability, conflict generation and resolution, private sector initiative, property values, waterfront use options, and political and practical feasibility.

Develop Action Program. Based upon approval of a management approach by appropriate community representatives (e.g., city council, planning commission, manager and mayor), an action program will be developed. The program will identify immediate and future steps required to implement the plan, including:

- adaption or modification of existing policies and regulations
- site designs
- capital improvement construction and land management

Required government and private sector actions and estimated costs will be specified.

Updating. Updating is identified here as a separate work element in order to emphasize the importance of incorporating the necessary flexibility for the community to react to future changes and new information. A process will be established for updating and monitoring changes in the data base and for incorporating new information into an ongoing waterfront planning process.

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